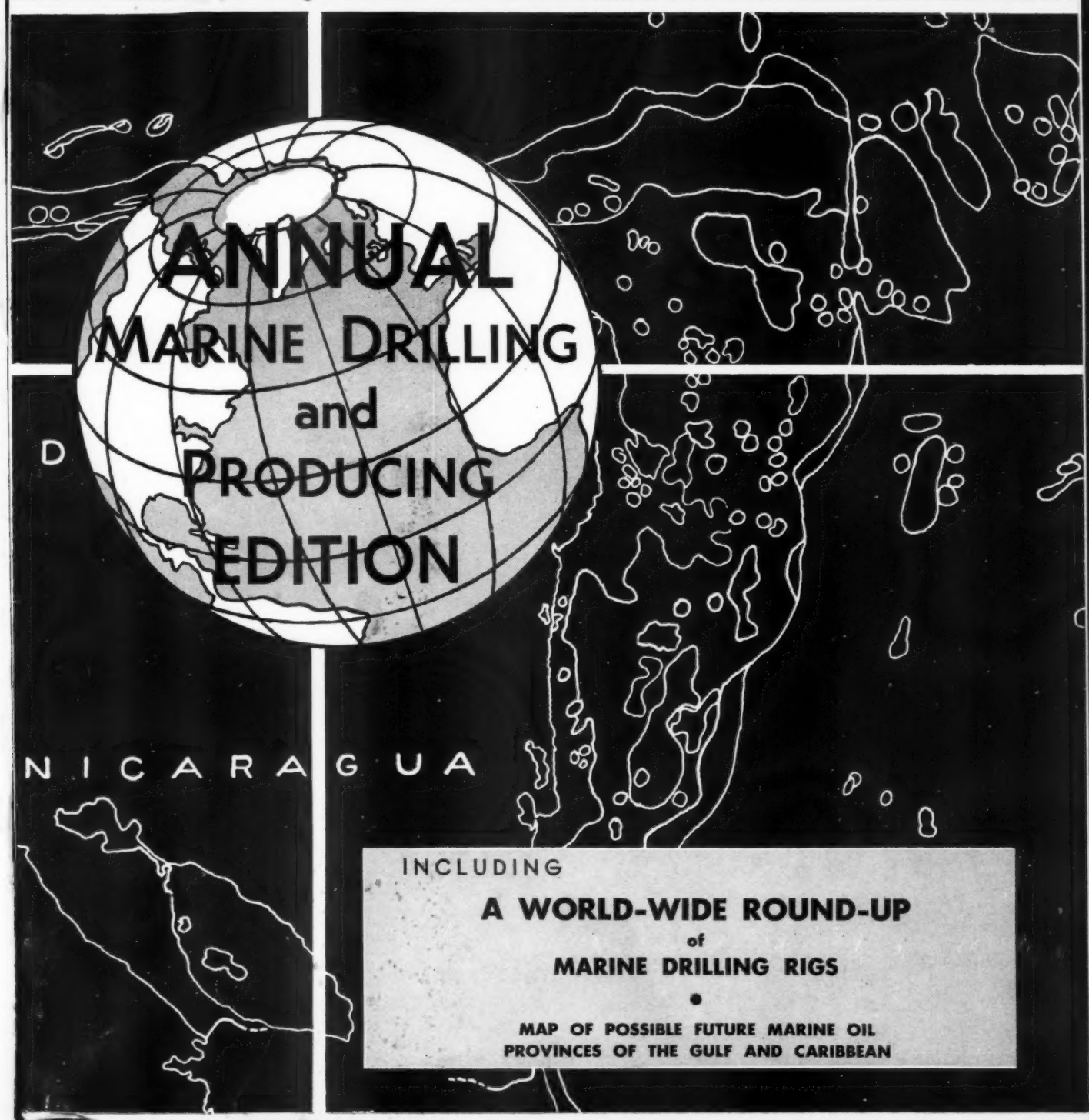
FIRST IN THE FIELD!

Offshore

The Magazine of OFFSHORE OPERATIONS

First Diesel-Electric Drilling Tender
(Starts Page 51)



INCLUDING

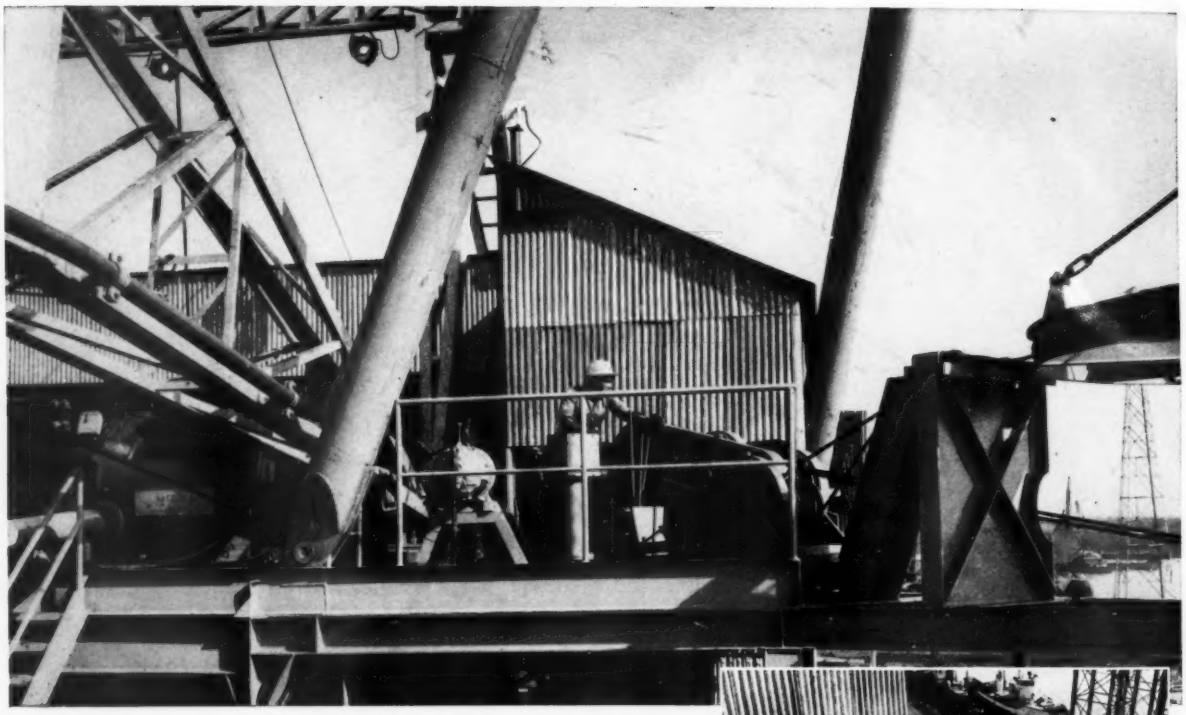
A WORLD-WIDE ROUND-UP
of
MARINE DRILLING RIGS

●

MAP OF POSSIBLE FUTURE MARINE OIL PROVINCES OF THE GULF AND CARIBBEAN

Fifty Cents

August, 1956



CLYDE HOIST TO SPEED OFFSHORE OPERATIONS!

Where distances make delays extremely costly, Clyde "Quality-Plus" Hoists are doubly appreciated for their dependability of operation.

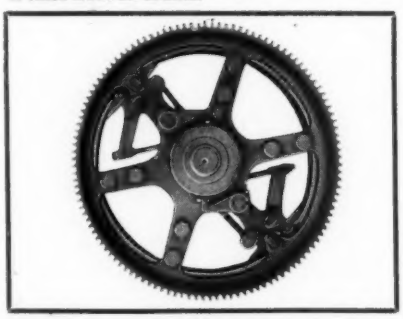
Anti-friction bearings on drums, drum shafts and brake shafts minimize maintenance, reduce adjustment periods and effect greater operating economy through less power consumption.

Safety features of Clyde Hoists include husky, stub tooth pawls that lock in or out of deep pockets of square tooth ratchets. Wedge type fasteners hold cable firmly without danger of slippage and without kinking. Large diameter brakes allow operator full load control safely and easily.

All control levers are banked to a comfortable seat for the operator to provide fatigue-free operation. Where lever bank must be located remotely from the hoist to provide better visibility of the work, air controls are available.

WRITE FOR COMPLETE INFORMATION.

A two drum Clyde Hoist on American Tidelands, Inc., Drilling Barge 101, recently built by Alexander Shipyards, Inc. Note the convenient arrangement of levers and the unobstructed view the operator has of the Clyde unit and the hoisting and spotting operations. Illustration shows offset mounting of bull wheel swinger to allow free lead of lines from all drums.



Clyde two piece band friction clutches give exceptionally smooth, positive engagement and release. Clyde clutches are internally expanding to allow larger friction diameters, easier adjustment, faster dissipation of heat and replacement of lining without removing drum.

CLYDE

CLYDE IRON WORKS, INC.

Established in 1899

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ONE OF THE 16 INTEGRATED COMPANIES

BARIUM STEEL CORPORATION

STEEL, ALUMINUM, MAGNESIUM, FIBERGLASS

Lands on a half-dollar
with help worth a million!

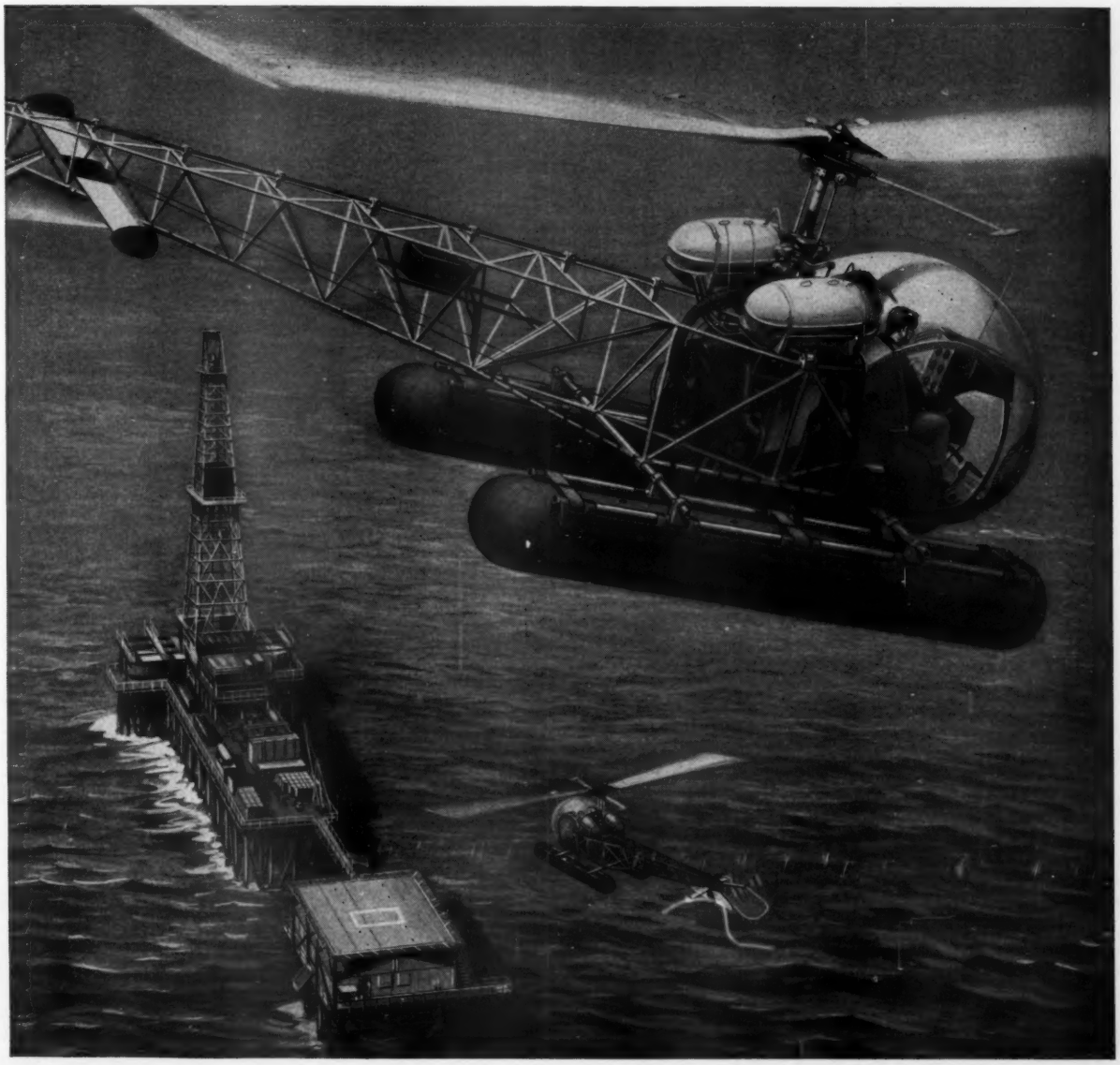
Highly effective equipment in the constant quest for black gold are the massive off-shore oil drilling rigs, now operating in several Gulf of Mexico locations. On these, crews are living and working many miles from shore largely because of the Bell helicopter.

Here, time is *big* money. Supplies and emergency repair parts must be brought in fast. The ability of the Bell helicopter to use a drilling rig platform, 14 feet square, as an "airport" makes it a priceless ally . . . a speedy, practical, safe link with the mainland in all kinds of weather. Floats for over water operation are interchangeable with standard skid gear.

The petroleum industry has developed many other profitable uses for Bell helicopters . . . in exploration, in pipe line construction and maintenance, in fast movement between installations. *Let us send you full details.*

BELL Aircraft CORP.

Sales Manager, Dept. 4D
TEXAS DIVISION
P. O. BOX 482
FT. WORTH, TEXAS



Another "First" . . . Another "First" . . . Another "First" . . . Another "First"

GM TURBO-POWER CREWBOATS

by George!

The TRINITY is the FIRST oilfield crewboat powered with the new GM Turbo-Power Series 71 engines.

Designed at our request by Ken Hidalgo of Sewart Seacraft, Inc., Berwick, La., to meet the requirements for a truly high-speed seaworthy crewboat, the TRINITY is the first of a number of these boats now being constructed for George Engine Company, Inc.

Actual Results of Performance Trials

on the TRINITY while swinging 28" three-blade wheels through 2:1 reduction gears with fuel and passengers aboard—

Top Speed
24 MPH

Cruising Speed
22 MPH

Powered by two GM Series 71, 6-cylinder, Turbo-Power engines, rated 275 BHP each, the TRINITY was built to U. S. Coast Guard specifications and was sold by George Engine Company to Tripod Boats, Inc., of Berwick, La., who were already operating a number of GM powered Crewboats. They were delighted at the performance of the TRINITY and have already placed an order for a sister ship.

DIESEL *power by*

George Engine

MARINE · OILFIELD · INDUSTRIAL
HARVEY, LOUISIANA · FILLMORE 1-5641

GM GENERAL MOTORS DIESEL POWER

August, 1956 **Offshore** Vol. 4, No. 6

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Way Offshore . . .

With the Publisher

Six weeks ago, we printed ten thousand form letters to circulate among people in the oil industry, quoting statistics on the current construction of marine drilling equipment. We mailed out about twenty-five hundred of the letters, then shelved the project to put all hands to work on something more important — our Annual Marine Drilling and Producing Edition which you have in your hands.

NOW—the dad-blamed letters are obsolete!

To us it's merely another striking example of how the offshore industry has mushroomed since its inception just a few short years ago. Last month's statistics are old hat. Drilling records, production records and building records are falling almost daily. It's beginning to look like half of the oil industry is out in water up to their hip pockets, with the other half standing on shore—panting to get in!

A lot of sea water has certainly flowed under a bunch of drilling decks, now that we start to reminisce. When the first issue of OFFSHORE was published, twenty-four months ago, there were only two mobile drilling units in operation—one a converted shallow-water drill barge.

Now . . .

Just cast your eye at our marine rig round-up, and you'll see how many deep-water units are in operation today. Your peepers will likely pop at the amount of marine drilling going on in our inland seas and marshes. If you peruse our marine oil round-up, you'll get an idea of the burgeoning size and scope of marine oil operations around the world.

But that's not all. Just stick around until next month.

By then this whopper will surely have grown some more!

Long John Latham

FOR LONGER SERVICE . . . OFFSHORE

STRATOFLEX "205"

STAINLESS STEEL WIRE BRAID HOSE WITH BRASS FITTINGS

WILL NOT RUST OR CORRODE in salt air

Specifically designed for offshore use, Stratoflex "205" Hose is reinforced with a stainless steel wire braid with outer cover of tough synthetic rubber. Rust-proof all-brass fittings available in sizes through 1"; protective plated steel fittings through the 2" size.

Hose available in ¼" through 2" tube sizes. Easily assembled with Stratoflex "over the cover" SAE female swivel and male pipe fittings. Working pressures to 2,000 psi. For conducting oils and greases, gas, gasoline, Diesel fuel, anti-freeze solutions, water, air, Freon. Order from your supply store.

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WHY you get greater Blowout Protection with KOOMEY Blowout Preventer CLOSING UNITS and S. & S. "Power Packaged" ACCUMULATORS!

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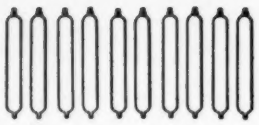
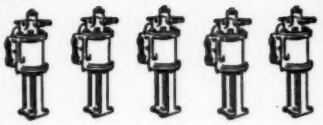


3 TO 10 ACCUMULATORS

Individual ten-gallon accumulator bottles (3000 psi working pressure) in manifold to form a compact system that will operate even if several of the nitrogen filled bags within the bottles should fail.



2 TO 5 MOTORS

Heavy duty units which require no oiling or maintenance . . . completely separated from pumps for ease of repair and to eliminate danger of material being pumped seeping into motor.

2 TO 5 PUMPS

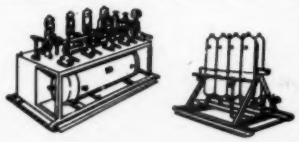
Each double action pump assembly is operated by a separate motor and each motor and pump assembly is capable of closing the rams of a blowout preventer independently.

QUICK PUMP CHANGE

All a roughneck needs to do to change pumps is break one union, substitute an exchange pump and tighten the union. Thoroughly tested, guaranteed pumps are available for exchange.

REMOTE CONTROLS

Added safety is provided by dual controls—one set on the rig floor and the other at a safe distance from the rig.



WIDE RANGE OF MODELS

Specifically designed models are available to meet the requirements of each type of blowout preventer, and components may be assembled into custom-made units to solve specific problems.

Something special for the birds...

Skilled mechanics with special equipment like these electronic inspection units keep a fleet of whirlybirds at their flying best

SINCE 1949 Petroleum Helicopters has developed its extensive maintenance department with a single aim in view—to minimize helicopter downtime by providing the quickest, surest rotorcraft service possible.

To save the time of returning vital airframe and engine parts to manufacturers, for example, the company has installed its own Magnaflux and Zyglo inspection units, costly but precise machines that detect tiny flaws not otherwise visible in metal castings and structures.

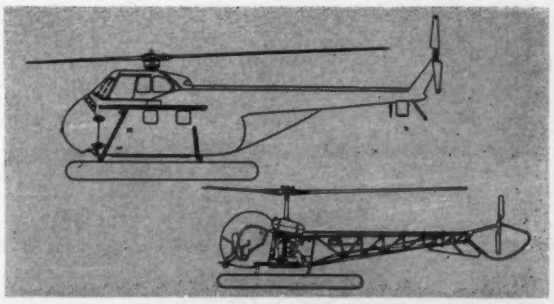
Keeping a fleet of complex helicopters at peak operating efficiency requires complete stocks of spare parts, special tools and equipment, round-the-clock service facilities. And it calls for crews of skilled mechanics organized and trained to handle every service need from periodic inspections to complete airframe overhauls.

Progressive methods like these are part and parcel of the Petroleum Helicopters tradition to send each of its Bell and Sikorsky 'copters into the air in perfect flying condition.

No finer flying equipment is servicing the oil and gas industry anywhere in the world today.

PETROLEUM HELICOPTERS

EXPLORATION • DRILLING • PRODUCTION



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NEW ORLEANS and LAFAYETTE, LOUISIANA
P. O. DRAWER 2150 S. L. I., LAFAYETTE

EQUIPMENT DIVISION

NATIONAL METAL & STEEL CORP.

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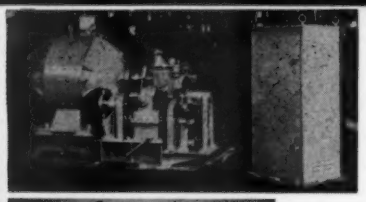
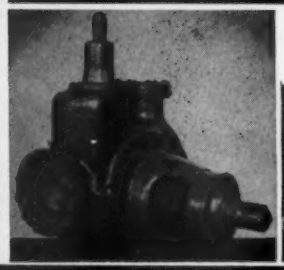


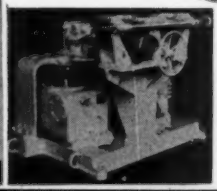
PUMPS

90 HP HYDRAULIC, MFR. STETSON-ROSS, #108
MOTOR: WESTINGHOUSE, 230V, 575-RPM; with panel

ROTARY PUMP
MFR. NATIONAL TRANSIT,
10" X 8" TYPE B, 750 GPM



GEARS



STEERING ENGINE GEAR MFR. BALDWIN LOCOMOTIVE WKS.
SIZE: 300V-T
RATIO: 39:1
MOTOR: MFR. CROCKER-WHEELER; 10 HP; 1750 RPM; 230 VOLTS

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- DIESEL GENERATORS
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- PORT HOLES
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- CAPSTANS
- CONDENSERS
- COOLERS
- HAWSE PIPE
- TANKS
- HEAT EXCHANGERS

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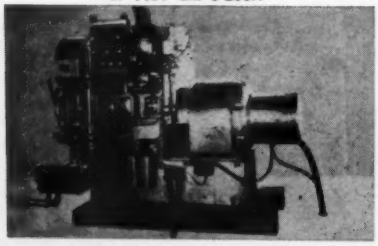
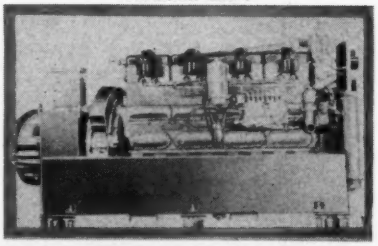
DIESEL ELECTRIC GENERATING SETS

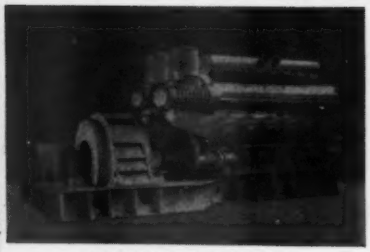
75 KW AC 3/60/220-440V
GM 6-71

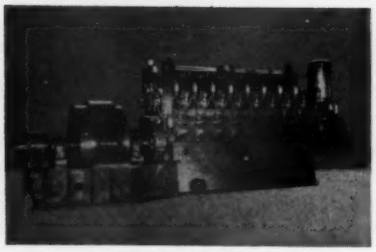
100 KW AC 3/60/220
or 440V GM 3-268A

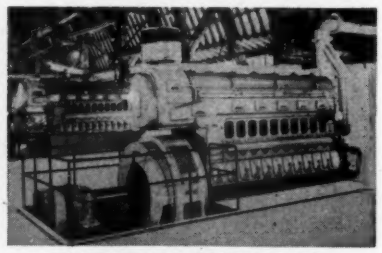


100 KW DC 120-240V
SUPERIOR GDB-8









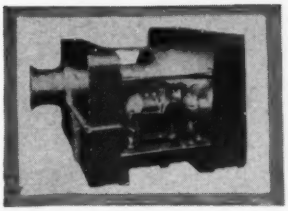
750 KW AC 3/60/480
or 2400V GM 12-567

1000 KW AC 3/50 or
60/2400-4160V GM 16-278A

1136 KW AC 3/60/2400-4160V
FM 38D8 ⅛

25 KW AC, 3/60/120-208V, BUDA 6DTC
25 KW AC, 3/60/120-208V, CUMMINS HI
30 KW DC, 120V GM 3-71
50 KW DC, 125V, BUDA 6-DHG
100 KW AC, 3/60/440, WINTON 6-228

WINCHES

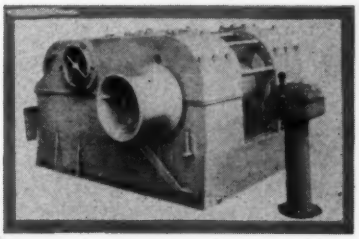


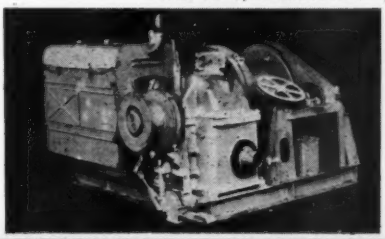
ELECTRIC DRIVEN

MFR.: W. A. RIDDELL CORP.
TYPE: CLASS 8590 — SINGLE SPEED — U.S.M.C.
CAPACITY: 7,450# @ 220 FPM
MAIN DRUM SIZE: 18" DIAM. MOTOR DATA:
MFR.: WESTINGHOUSE ELECTRIC MFG. CO.
TYPE: UW, 50 HP, 230V DC, COMPOUND

ELECTRIC DRIVEN

MFR.: LAKE SHORE ENGINEERING CO.
TYPE: UNIWINCH TYPE U-11, SINGLE SPEED, SINGLE DRUM AND GYPSY
DRUM STOWAGE & CAPACITY: 650'—¾" WIRE ROPE WITH LINE PULL OF 7450# @ 220 FPM, 3720# @ 290 FPM
WINCH MOTOR: ALLIS CHALMERS, TYPE EBM-11, 50 H.P. 230 VOLT D.C., COMPOUND, INTERMITTENT

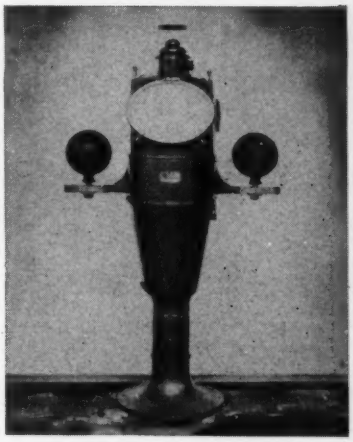




GASOLINE DRIVEN

MFR..... PARKERSBURG RIG & REEL
TYPE.....IV
CAPACITY.. 15,750# @ 42FPM
STOWAGE...900 FT, ¾" WIRE ROPE
MOTOR:....CHRYSLER, MODEL T118, 6-CYL

COMPASS BINNACLES



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MARK VII

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HEAT EXCHANGERS

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THROWS: 8
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PART # 3232730
GM 8-268A
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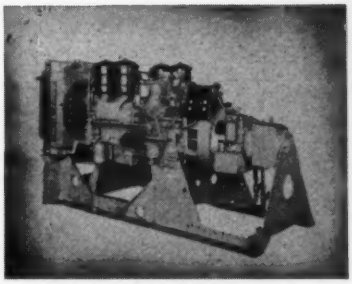
REDUCTION GEARS

1.939:1 FOR 1600 HP,
720 RPM DIESELS

DIESEL ENGINES



GM 6071 TWIN 275 HP
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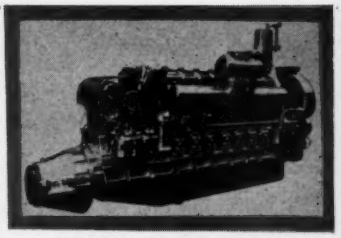

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Texas wildcats,

Are Getting Wilder

If strictly interpreted, a new ruling by the Texas Railroad Commission could hamper the growth of proven reserves in the state. In effect, the ruling makes wildcats in Texas even wilder—and reduces the chances for financial reward when drilling in an unproven area.

Previously the state usually granted temporary discovery allowable to any well which was apparently a wildcat completion, then held a hearing to determine if the well was a discovery. Included as eligible for the special allowable were wildcat extensions—producers a mile or more from production but possibly in the same reservoirs.

Under new regulations an operator will have to present a mass of evidence to prove a well is in a new reservoir before getting discovery allowable. And wildcat extensions are no longer eligible for such an allowable.

The earlier regulation encouraged drilling at a distance from production by offering the reward of a twelve-month exemption from proration. Because a hole that far from a producing well is definitely a risk, the granting of the allowable was both fair and wise.

Under the new regulation, operators might stick to close-in drilling or rank wildcats. If an operator with a lease a mile from production can't hope for an extra profit by drilling today he may as well wait several months—or years—until the field moves closer to his lease and makes production more of a possibility.

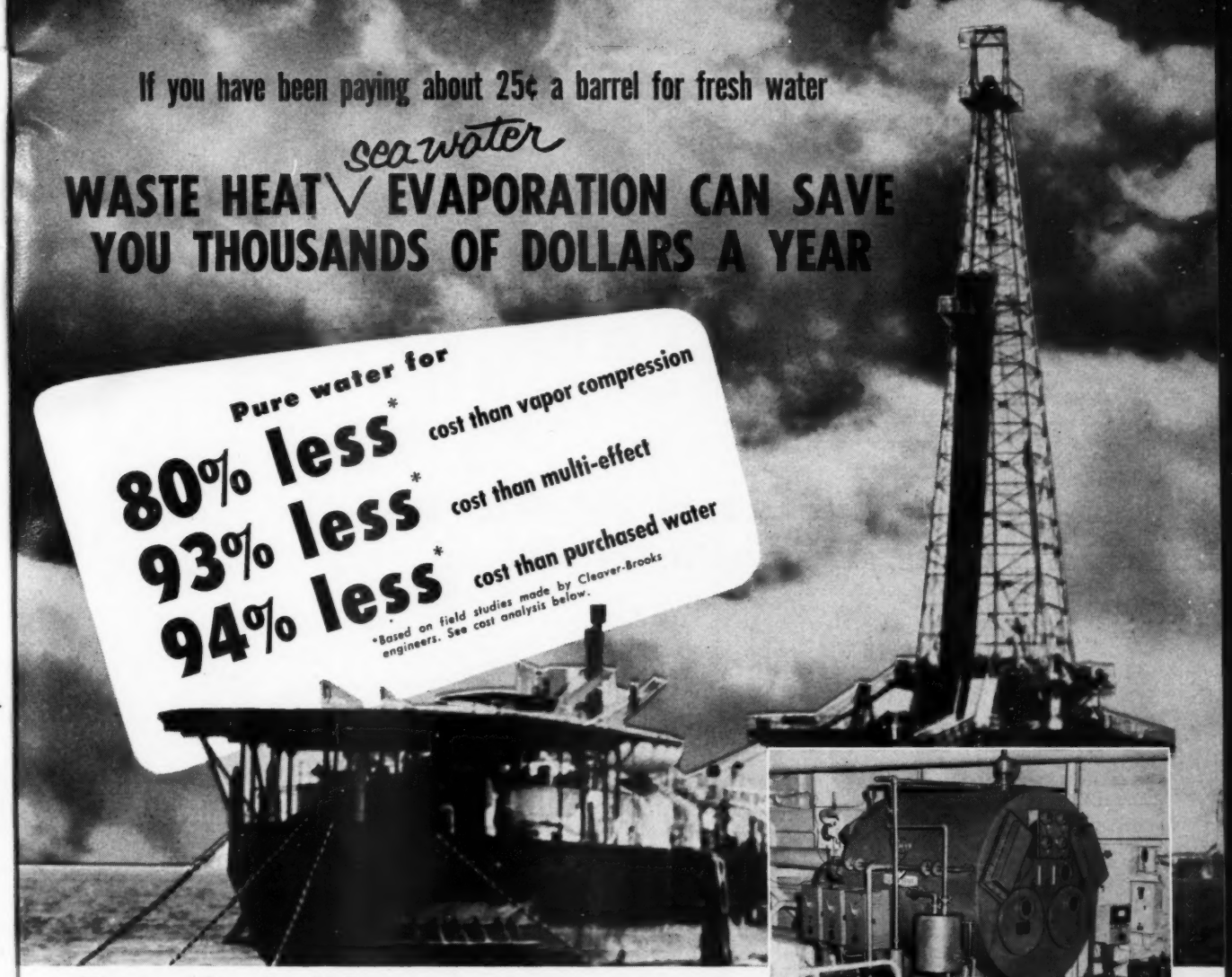
The ruling could also actually result in the withholding of production allowable from a discovery. A well which appears at first to be in the same reservoir with production a mile distant could later be proven, by intervening dry holes, to have been a strike.

Briefly, the basic weakness of removing wildcat extensions from eligibility for discovery allowable lies in the fact that it discourages operators from taking one of the risks in an inherently risky business.

The Editor

If you have been paying about 25¢ a barrel for fresh water

WASTE HEAT ∨ seawater EVAPORATION CAN SAVE YOU THOUSANDS OF DOLLARS A YEAR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93% less* cost than multi-effect
94% less* cost than purchased water
*Based on field studies made by Cleaver-Brooks engineers. See cost analysis below.

Cleaver-Brooks helps you convert waste diesel heat to working energy

FIELD checks show that compared with the three commonly used methods of producing fresh water on board drill rigs, barges and tenders—waste heat evaporation *costs you practically nothing.*

Based on the chart below, operational daily costs per 685 barrels can be trimmed as much as 94%, if you're now buying fresh water. Add to this the all-important fact that low-pressure operation of Cleaver-Brooks waste heat evaporators *practically eliminates scale formation* and drastically cuts expensive downtime.

The latent power of waste diesel heat is a hidden asset worth investigating. Models available to deliver fresh water at rates of 300 gph to 2100 gph. We invite your inquiries. Write today for complete information or call MOhawk 4-1336, Houston, Texas. Cleaver-Brooks Company, Special Products Division, 367 East Keefe Ave., Milwaukee 12, Wisconsin, U.S.A., Cable Address: CLEBRO—Milwaukee—all codes.

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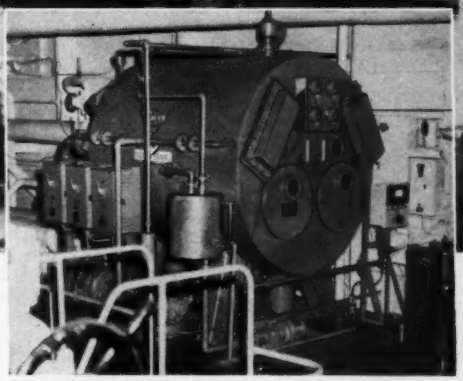

Here's how waste heat goes to work for you: (1) Hot water from diesel's cooling system circulates through engine cooling heat exchangers — carrying sea water. (2) Heat is transferred to the sea water. (3) As sea water flows into the evaporator vacuum chamber, part of it "flashes" to steam because of lower pressure . . . is then condensed on cooling coils. (4) Thus, fresh water is produced at rates depending on evaporator size and available diesel power.

Waste Heat Evaporators vs. Vapor Compression vs. Multiple Effect vs. Purchased Water

ITEM	UNIT PRICE	Typical Cost/1000 gal H_2O Waste Heat	Vapor Compression	Multi-Effect	Purchased
Diesel Fuel	@ 10.6¢/gal	$0.00	48¢	$4.80	
Electricity for pumps	@ 1¢/kw	20¢	1¢	14¢	
Lubricating Oil	@ 77¢/gal	½¢	6¢	½¢	
Acid for Descaling	@ 50¢/gal	½¢	20¢	½¢	
Maintenance and Repairs	Based on Field Experience	2¢	18¢	2¢	
Operational Labor	@ $2.50 hr	10¢	85¢	75¢	
Operational Costs (1000 gal)		33¢	$1.78	$5.72	
Operational Costs (barrel)		1½¢	7½¢	24¢	25¢
Operational Daily Costs (685 barrels)		$10.28	$51.38	$164.40	$171.25

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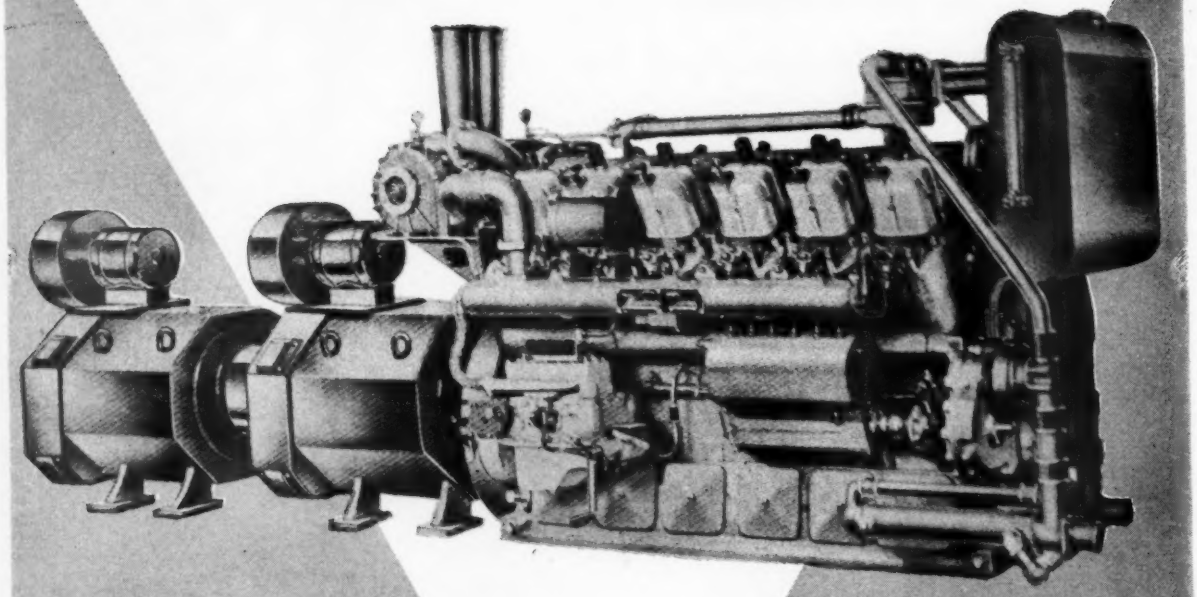

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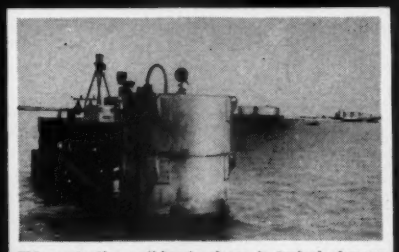
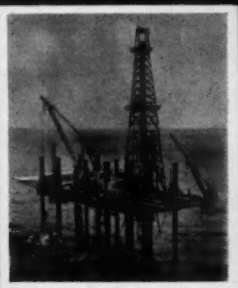
Millions of square feet of steel in offshore locations have been coated with Dimetcote since this remarkable coating was introduced in this country 5 years ago. Yet, not one properly Dimetcoted structure has shown any appreciable sign of deterioration in this time. That's a record for offshore locations! (In Australia, where Dimetcote was developed, there are structures which were coated in 1942, and are in excellent condition today, without having required any repainting for 14 years!)

DIMETCOTE IS UNIQUE! It is not a paint, yet is easily applied with conventional spray equipment. Because it bonds chemically as well as physically to the surface, it is almost impossible to find the interface between Dimetcote and the steel. Dimetcote shows no visible change after many years exposure to the most severe weather conditions—sun, heat, fresh and salt water. Unlike coatings of pure zinc, exposure to salt water actually improves its resistance. Dimetcote is insoluble in all solvents and petroleum products. It is highly abrasion resistant, but if abraded through to bare steel, the coating will cathodically inhibit corrosion. Remember, ***only one coat*** is required for years of economical protection. Dimetcote may solve your marine corrosion problem. We will be pleased to send you a product bulletin describing this protective coating, on request.



This protective well-head caisson is typical of many offshore structures which have been protected by a single coat of Dimetcote for more than five years without requiring repainting.



During construction, "Mr. Gus," the famous mobile drilling platform, was coated with Dimetcote. Selection of Dimetcote for this multi-million dollar structure indicates its great value for offshore locations.

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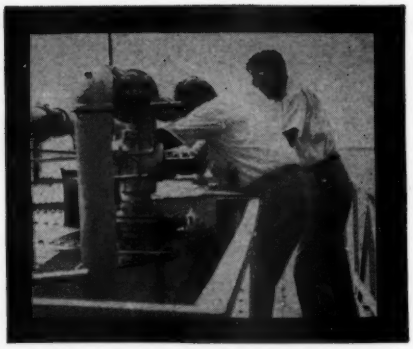
Dimetcote is highly recommended for use on: barges, off-shore drilling and production platforms, service boats, christmas trees, caissons, buoys, LTX separation units, floating roof tanks, water tanks, ship decks and stacks—any place where atmospheric or salt water corrosion is a problem.

This floating roof tank was coated with Dimetcote 4 years ago to provide protection from atmospheric corrosion. Despite the severe abrasion the coating is still in excellent condition.



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Marine Oil Round-up:

The "American Sea"

By JIM COCKRUM
Editor, OFFSHORE

- **More than 300 million acres beneath the American Sea is in water less than 600 feet deep.**
- **Almost all of the vast region is virtually unexplored, despite boom activity off Texas, Louisiana.**

Westward of the islands which stretch from the east coast of Florida down to Trinidad off the north coast of South America lies a vast marine oil province which is as yet virtually untouched.

Only about 10 percent of the millions of accessible acres in the Gulf of Mexico, Caribbean Sea, and the Atlantic Ocean west of the Bahama Islands has been the scene of extensive drilling, yet broad shelves, subsea pinnacles, and seismic activity carried on elsewhere in the "American Sea" may indicate a promising future.

On the extreme northwest of the region, Texas and Louisiana waters are currently boom areas. On the extreme southeast, the island of Trinidad was the site for one recent offshore discovery, with more tests scheduled for this year. Between the extremes lie hundreds of undersea pinnacles which may indicate the locations of salt domes.

In all, approximately 300 million acres in the region is covered by waters less than 600 feet deep. Of this total, only the 35 million acres off Texas and Louisiana has known more than a few drill bits.

Elsewhere in United States waters, two offshore wells have been drilled off Mississippi, one off Florida. In recent months the State of Alabama leased more than 50,000 marine acres, although there has been no drilling off the state as yet.

Off the west coast of Florida there has been both lease activity and seismic surveying. The California Company, one of the most successful operators off Louisiana, has an option on 4.5 million submerged Florida acres, most of it in the Gulf of Mexico. Gulf Oil Corporation last year drilled an unsuccessful test off the Florida Keys. The company has drilled several exploratory wells on Florida land, including one at Key West. Gulf Oil holds extensive acreage offshore in the Florida Keys area. Humble Oil & Refining Company last March leased 130,000 water bottom acres in Bay and Gulf counties, Florida.

Down the islands . . . Off the Bahama Islands, broad shelves extend westward as much as 100 miles. Most of the shelf area is less than 60 feet deep, but on the western edges the shelves plunge abruptly past 600 feet. Both Standard Oil Company of California and Gulf Oil Corporation hold concessions in the vicinity of the islands, and in recent months their subsidiaries have been carrying on a joint seismic study over a 1,700-square-mile marine area.

Cuba's offshore shelf is narrow on the north, with relatively broad areas located on the south. Much of the shelf is in the less-than-60-foot range, sloping abruptly to 600 feet at the edges. A large portion of the offshore acreage off Cuba is held by the Cuban Stanolind Oil Company, of Tulsa. The company recently completed a magnetometer survey of more than 12,000 square miles off the island.

The entire shelf region off Jamaica, British West Indies, is held

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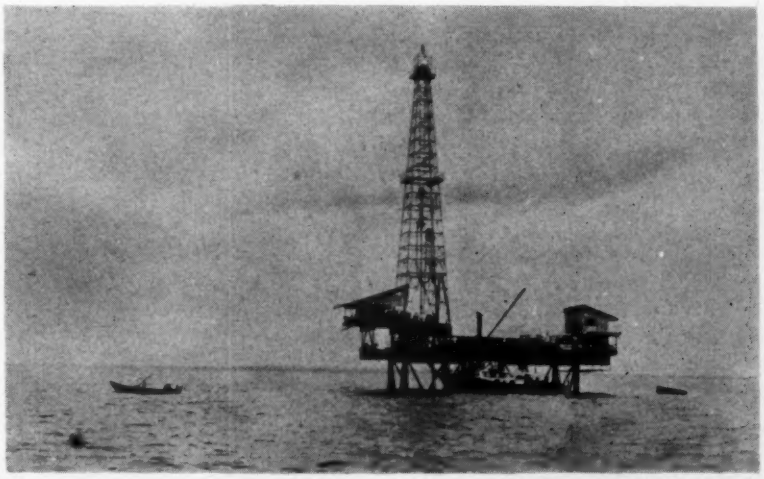


On the extreme southeastern tip of the American Sea, offshore from Trinidad, two more tests will be drilled from this platform in 1956 by Trinidad Northern Areas, Ltd. Between the platform and the boom areas off Texas and Louisiana is a region comprising 300 million untouched marine acres.

(continued from preceding page)

by Stanolind Oil & Gas Company, which acquired the concession from Base Metals Mining Corporation of Toronto, Canada, after that company got shows of oil in a wildcat drilled on the western tip of the island. The Base Metals test was the first ever drilled on the island. The company contracted for three seismographic crews to work on the island before granting its license to Stanolind. One of the crews was scheduled to work on marine surveys. Stanolind's concession covers 5 million acres, including the Cayman Island area off the west tip of the island.

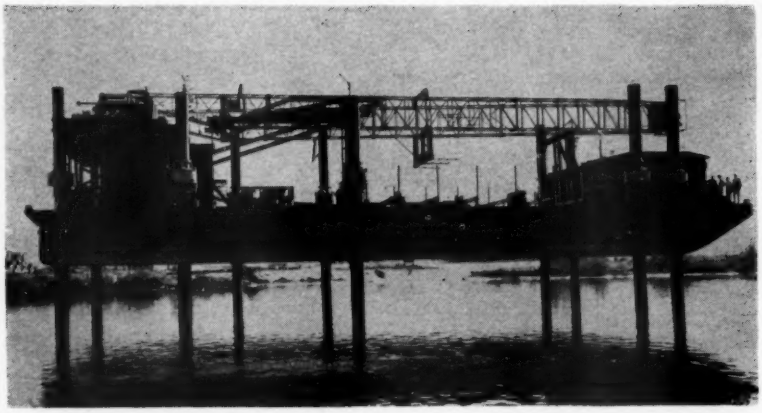
The continental shelf off Hispaniola is narrow, with much of it probably accessible to directional tests drilled from land. Commonwealth Oil Company, which holds a 50-year exclusive concession for the Republic of Haiti, is drilling a test on an island in the Gulf of Gonaives. Almost no part of the Gulf is shallower than 600 feet.

A platform 15 miles off Trinidad was the site for a successful oil well completion last year. The 160-barrel well was drilled by Trinidad Northern Areas, Ltd., which abandoned it after water encroachment. This year two more wells will be drilled by TNA from the platform, located just 7½ miles from the international boundary between Trinidad and Venezuela waters. Seismic work off the east coast of Venezuela has been carried out by a number of companies.

Up the continent . . . Much of the shelf area off the north coast of South America and north to Panama and Costa Rica is narrow, with only a few undersea pinnacles in evidence.

Off Nicaragua and Honduras the continental shelf bulges far out to sea—as much as 150 miles at its widest. Almost 100 pinnacles rise on the shelf off the two countries. Houston independent oilman John W. Mecom has a lease on much of the shelf off the northern coast of Honduras, and extensive gravity meter work has been done on the northeastern part of the Honduras shelf.

The Campeche Banks off Mexico's Yucatan Peninsula comprise perhaps the largest unexplored marine area in the Gulf of Mexico and the Caribbean. About 50 pinnacles lie beneath the sea north of Yucatan, and the shelf grades gradually from 60 to 600 feet deep.



Mene Grande Oil Company's BARGE NO. 72, above, was built for use in Lake Maracaibo, Venezuela, where more than 2,000 wells now produce.

Marine Oil Round-up:

South America

Venezuela's Lake Maracaibo is less than half leased, has thousands of overwater producers

Lake Maracaibo, Venezuela, site of the largest overwater oil field in the world, is still relatively unexplored after a drilling history which began in the 1920's. Only about half of the lake is under lease, but producing wells are counted in the thousands.

Because the lake is inland waters, wells drilled in it are technically not offshore. But great water depths have caused operators to invent operational methods for the lake which are now generally in use in exposed waters all over the world.

Lake Maracaibo is the home of the tender-platform drilling method, with low-lying square barges for tenders.

Touching shore in the northeast quadrant of the lake, Creole Petroleum Corporation's Bolivar Coastal Field—with more than 2,000 wells—has produced as much as 4 percent of the world's crude in one recent

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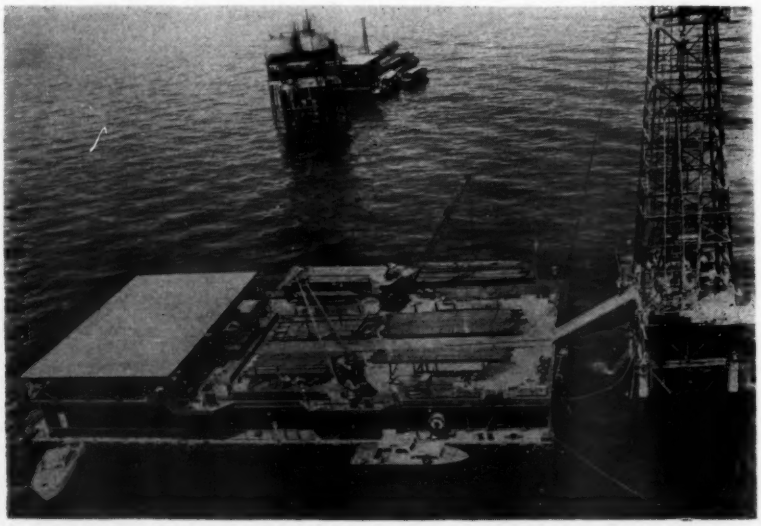

Above, tender-platform drilling with one of the six tenders which Compañia Shell de Venezuela uses in operations on Lake Maracaibo, Venezuela.

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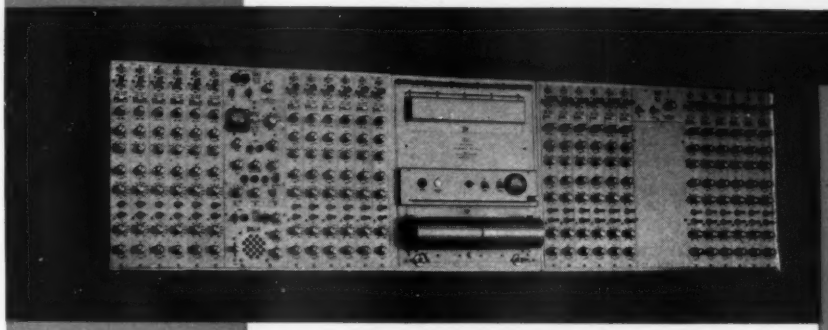

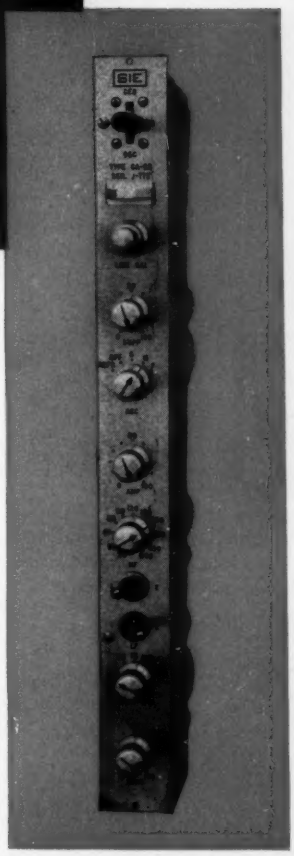

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South America . . .

(continued from page 20)

year. Creole, a subsidiary of Standard Oil Company (New Jersey), opened production in the lake in 1925.

At present the company has 20 tenders and two barges either operating or being built for use in Venezuela. A gas conservation plant completed in January 1955 in the lake will enable the company to double its daily production. A similar plant is now being built, with yet a third planned.

Compania Shell de Venezuela has six tenders now in use on the lake and has completed 67 wells to an average depth of 6,000-8,000 feet. CSV's present three concessions are also in the northeast quarter of the lake, but do not touch the shore. In mid-1955 CSV was producing 50,000 barrels daily after only five years drilling in the lake.

CSV production is gathered at 11 block stations. After separation the crude is delivered through a 16-inch gathering line to the main pump station and from there goes through a 16-inch submarine trunk line to the western shore of the lake.

Top bidder . . . Mene Grande Oil Company, a subsidiary of Gulf Oil Corporation, is reported to have leased four of eleven lake blocks recently offered by the Venezuelan government. The granting of the concessions has not been officially confirmed as yet. Mene Grande already has some lake acreage adjoining the shore in the east central portion of the lake. Recently the company received a drilling barge similar to spud-elevated mobile units used in the Gulf of Mexico. Built by Levingston Shipbuilding Company of Orange, Texas, Mene Grande's **Barge No. 72** is for water to 25 feet deep.

Until the recent lease sales, concessions in the lake had been held only by CSV, Mene Grande, and Creole. Now, reports say, tracts have been awarded Sun Oil Company and Atlantic Refining Company, operating jointly, and to the four-company group composed of Signal Oil & Gas Company, Hancock Oil Company, Sohio Petroleum Company, and Pure Oil Company. Each group got a 27,410-acre lease. CSV and Creole are also said to have gotten one lease each for the same size.

Cable ways, such as that depicted above, connect some of the present British Borneo marine rigs with shore, but one of the platforms now being built is 25 miles out in the stormy South China Sea off Seria field.

Marine Oil Round-up:

British Borneo

Offshore drilling in the stormy South China Sea has been given top priority by Borneo operators

Offshore drilling has been given top priority in British Borneo because of the lack of success in land exploration in recent years. Of 32 wildcats drilled since World War II in Sarawak, Brunei, and the Colony of Northern Borneo, only one has shown anything like encouragement.

Two Shell group associates, The British Malayan Petroleum Company and Sarawak Oilfields, Ltd., operate in British Borneo.

British Malayan's twice-destroyed Seria field, in the State of Brunei, may find its future out beneath the stormy South China Sea, which stretches uninterrupted for 1,000 miles to the north. The field occupies a narrow strip on the northwest side of the island, and seaward extensions of production are known to exist.

Seria field has a long offshore history, with the first directional tests probing the ocean floor from land sites as early as 1936. By the time the Japanese occupied British Borneo about 25 producers slanted out to sea from the beach, or from short broadwaks built from shore.

The British "denied" Seria oilfield's 157 wells when the Japanese moved in, and the Japanese destroyed the field's facilities when they were driven out. After the war, rehabilitation of the field came first, and not until 1952 were detailed plans for offshore drilling put into effect.

At present the field has 60 wells producing from beneath the South China Sea, almost all of them drilled directionally from shore.

Four self-contained platforms have been erected to seek a seaward extension of Seria field, and two

(continued on page 24)

Specially Designed for

- Offshore Operations
- Tenders • Steamships
- Barges

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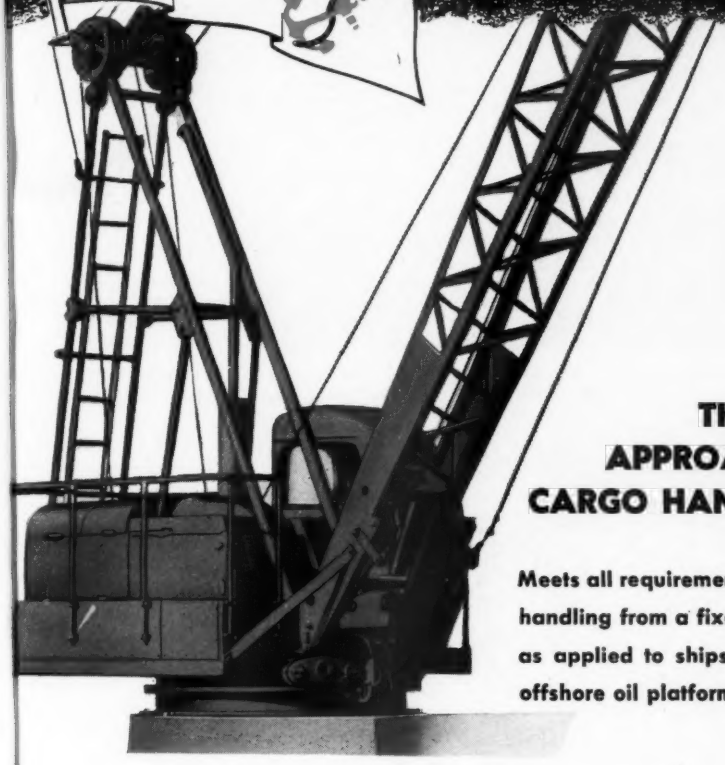
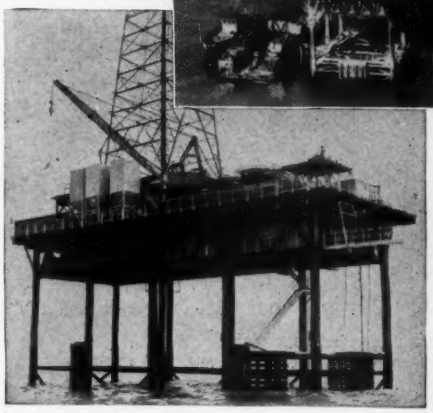


Designed to operate from a fixed mounting, the UNIT MARINER delivers dependable and economical performance aboard offshore equipment. Cargo is conveniently transferred from tender to platform.



THE NEW APPROACH TO CARGO HANDLING!

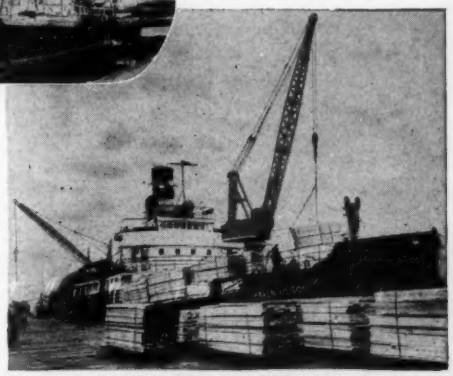
Meets all requirements for cargo handling from a fixed mounting as applied to ships, barges, or offshore oil platforms.

Features incorporated in the MARINER design include: One-piece cast gear case — a protection against salt spray • Self-aligning centerpost trunnion • Turntable load rollers plus replaceable hook shoes • Large diameter roller path • Worm type independent boom hoist • Large diameter swing brake • Disc type clutches • Straight-in-line engine mounting with torque converter plus many other important features. The LIFT and CONTROL ability of the MARINER permits loading and unloading with speed and accuracy. The full range vision safety cab enables the operator to see what he is doing at all times. Here's a machine constructed for your type of Cargo handling. Get the facts.

Write for: Bulletin MO-200 for Offshore Platforms
MS-200 for Ships and Barges

BEFORE

AFTER



The net results of converting from old type rigging: Speeds up cargo handling — reduces idle port time — cuts maintenance cost. These self-contained MARINERS operate independently of ship's power.

UNIT CRANE & SHOVEL CORPORATION

6625 WEST BURNHAM STREET • MILWAUKEE 14, WISCONSIN, U.S.A.

A 8881–1PB

SHOVELS • DRAGLINES • CLAMSHELLS • CRANES • TRENCHOES • MAGNETS

(continued from page 22)

deep-sea platforms are being rigged up for rank wildcats offshore.

The platforms erected off Seria by British Malayan are:

Platform A . . . About a mile offshore from the field, four wells completed, two producing. Well No. 323 is a straight hole, completed at 3,934 feet after reaching 9,190 feet. Other holes are directional. No. 340 went to 6,120 feet, completed at 6,078 feet. No. 357 went to 4,102 feet, was completed at 3,809 feet. No. 368 bottomed at 6,940 feet, completed at 6,848 feet. Wells No. 340 and 368 are producing about 560 barrels daily between them, with production sent to shore through pipe lines laid originally to carry mud to the rig. Wells No. 323 and 357 are to be repaired and brought into production.

Platform B . . . Two wells have been completed at this platform one mile offshore, but they are not in production. Two more wells are to be drilled from the structure. Wells completed are the No. 392, drilled straight to 7,593 feet, completed at 6,370 feet; and the No. 411, deviated to 8,072 feet, completed at 6,278 feet.

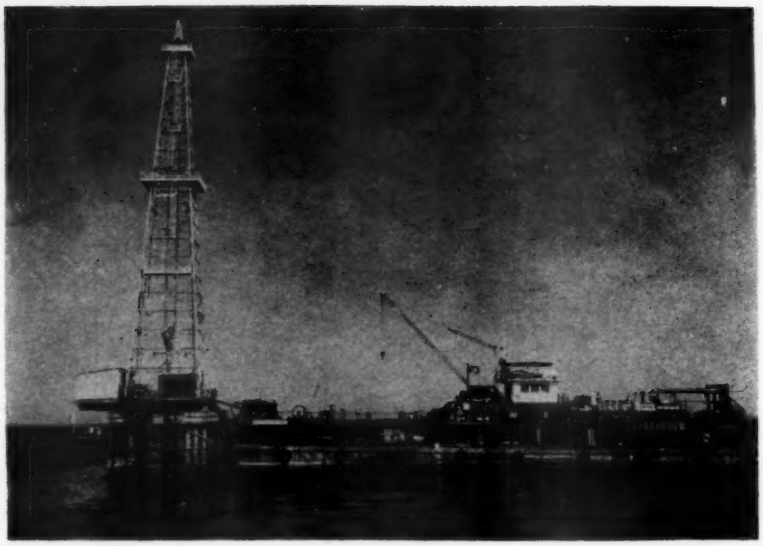
Platform C . . . Only one well has been drilled from this structure one mile offshore. No. 422 went to 7,990 feet, and completion depth is not yet decided. Three deviated holes will be drilled later.

Platform E . . . Four tests are to be drilled to about 4,000 feet, with the first now underway. The drilling structure is about 1,000 feet from land. There is no "D" platform as yet for the field.

Regarded by British Malayan and Sarawak Oilfields Limited to be potentially as important as the 1928 discovery of the Seria field is the construction of two platforms for deep sea drilling at Ampa Patches and Siwa.

Siwa platform is eight miles off the coast of Northern Sarawak, where Sarawak Oilfields operates the declining Miri field. The first well for the platform will probably be spudded in November.

The Ampa Patches self-contained platform is about 25 miles off the coast of Brunei and on a coral formation rising to within 30 feet of the surface. The first well will probably begin drilling in October.



The drill tender QUEEN MARY, used by Arabian American Oil Company in drilling its Safaniya field, largest offshore field yet proven in the world. QUEEN MARY is temporarily out of service, until fall.

Marine Oil Round-up:

The Persian Gulf

Maximum results achieved with a minimum of drilling make this offshore area unique

For its combination of a minimum of activity with a maximum of results the Persian Gulf is unique. At present only one rig is running in the area, and two rigs has been the maximum operating at any one time. In all, 18 tests have been drilled in the Gulf.

Even so, the largest proven offshore field in the world, an elongated anticline discovered in the Gulf in 1951 by Arabian American Oil Company, is to be put into production about April, 1957. Aramco's Safaniya field is near the Neutral Zone border, just off the coast of

Shell Company of Qatar's massive mobile unit, above, is the only rig now running in the Persian Gulf. The 90' x 140' unit, left, can drill in 105-foot water depths. At right, two men work on one of the legs of the structure on the first test site in the Gulf off Persia. A second test is now underway.

Saudi Arabia. The field has 70,000 proven acres, 18 wells, and two Cretaceous pays. Sixteen of the wells are offshore.

The pays are at about 5,000 feet and 5,600 feet, but in June 1955 a 13,297-foot stratigraphic test was completed after 424 operating days. Wells in the field are at present widely spaced, and are located up to ten miles offshore.

Safaniya crude is sweet and 26.8 API gravity. Although heavier than most Arabian crudes, its high yield of fuel oil makes it attractive under present market conditions.

Pipe line for $12 million . . Aramco is presently building a 22-inch pipe line which will connect Safaniya to the company's refinery and terminal at Ras Tanura, 137 miles away. The $12 million pipe line is to handle 50,000 barrels of crude daily to begin with, but will have a capacity of 125,000 barrels per day.

All but one of the Safaniya offshore wells was drilled by **Aramco Barge 136,** affectionately dubbed the **Queen Mary** because of its 174' x 70' x 12' measurements. On July 1 the **Queen Mary** was tied up at the Ras Tanura terminal, after undergoing a complete overhaul at Bombay, India. The barge is to begin operations again early this fall.

The only rig presently operating in the Persian Gulf is Shell Company of Qatar's massive mobile unit, now drilling 50 miles east of Doha in water 50 feet deep. In 1955 the unit drilled a 6,700-foot dry hole at a location 35 miles north of Doha.

A DeLong barge being built in Germany is scheduled to put down a wildcat 80 miles from the coast of Abu Dhabi in the southwest part of the Persian Gulf. The barge will be operated by Abu Dhabi Marine Areas, Ltd., which is owned two-thirds by British Petroleum Company, Ltd., and one-third by Cie Francaise Des Petroles. The prospector is the third in that portion of the Gulf, the other two being the Shell Company of Qatar, projects.

Offshore Leases Involve Most of the Seven Seas

Offshore oil concessions are now in force beneath most of the seven seas. Leases are held on water bottoms under the Atlantic and Pacific oceans, the Gulf of Mexico, Persian Gulf, Caribbean Sea, South China Sea, and the Mediterranean.

Marine Oil Round-up:

Japan, Pakistan

First short steps seaward are being taken off Japan and Pakistan. Off Japan, a well is to be drilled from a platform just 700 feet from shore. Recently part of Pakistan's storied Bay of Bengal was leased to a subsidiary of Royal Dutch Shell.

Seismic and geological studies made in the Sea of Japan earlier had indicated the presence of favorable structures. The first offshore test is to be drilled by Oil Resources Development Company, a subsidiary of Teikoku Oil Company, off the northwest corner of Honshu, the principal Japanese island.

Operators for the Pakistan offshore acreage—part of a 10,000-square-mile concession—is the newly formed Pakistan Shell Oil Company, Ltd.

Into Ever Deeper Water . . . In the Search for Oil

First Mr. Gus

This pioneer structure, built to operate in 100 feet of water, brought millions of submerged acres within reach of the drill bit. Now drilling Well No. 1, Block A-104, off the Texas Coast for Shell-Continental, Mr. Gus sets two records: fartherest from land —63 miles—and the deepest water yet for a mobile unit—93 feet.

And Soon

C. G. Glasscock Drilling Company will again push back the marine oil frontier with a new multi-million dollar mobile unit for waters up to 125 feet deep. Completion for this deep-water giant is scheduled for 1957.

C. G. GLASSCOCK DRILLING CO.

1601 Wilson Tower — Phone TUlip 4-4861 — Corpus Christi, Texas
215 Shell Building — Phone TUlane 0491 — New Orleans, La.

Special

PRODUCTION Report

OFFSHORE

OIL and GAS FIELDS of Louisiana and Texas

Oil fields beneath the waters of the Gulf of Mexico are becoming increasingly productive . . .

In three feverish years marine oil production off the Gulf Coast has risen to 109,974 barrels daily . . .

The increasing importance of offshore oil to the nation's economy and military potential is best illustrated by production figures—factual evidence of the marine oil industry's amazing growth.

Louisiana alone, during March of this year, produced a daily average of 109,974 barrels of crude oil, 2,666 barrels of distillate, 238,646 MCF of natural gas, and 91,368 MCF of casinghead gas. And production is rising daily as development wells are drilled and new fields discovered.

Production figures tabulated by OFFSHORE on this and the following pages show total oil production since 1953, and gas production since 1953. Tabulations are complete through April, 1956, for Louisiana, May for Texas. Gas production is expressed in millions of cubic feet, oil in barrels, and PD stands for the top perforation of the field discovery well. Only natural gas production—and not casinghead gas—is tabulated.

Since all-out offshore activity really started only a scant three years ago, rising production figures indicate a tremendous future for this remarkable new industry.

For Louisiana . . .

TOTALS, RECENT YEARS AND 1956

(oil in barrels, gas in mmcf)

Field, data on discovery well		1953	1954	1955	Jan.	Feb.	Mar.	Apr.
Bay Marchand Area								
Bay Marchand by Calif. Co. in 3/49	Oil	1,559,276	2,430,210	2,945,998	294,064	281,822	314,458	306,164
	No. Wells	23	51	70	75	75	76	80
	Gas	—	237	365	54	54	27	47
	No. Wells	—	1	1	2	2	2	2
	Cumulative Production Through 4/56: Oil—14,958,619 bbls.: Gas—3,274 MMCF							
Breton Sound Area								
Block No. 1 by Republic Natural Gas in 5/55. PD: 7421					SHUT IN GAS FIELD			
Block No. 20 by Kerr-McGee in 7/53 PD: 5864	Oil	58,743	381,785	466,188	30,925	35,147	46,095	47,568
	No. Wells	4	7	8	8	8	9	9
	Gas.	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
	Cumulative Production Through 4/56: Oil—1,066,451 bbls.							
Block No. 32 by Sunray Oil Corp. in 8/49	Oil	58,139	56,436	47,211	1,674	2,663	3,015	3,227
	No. Wells	2	2	1	1	1	1	1
	Gas.	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
	Cumulative Production Through 4/56: Oil—370,552 bbls.							
Block No. 36 by Sunray Oil Corp. in 2/48	Oil	—	3,312	6,084	532	260	556	430
	No. Wells	—	1	1	1	1	1	1
	Gas	—	3,122	5,797	803	786	847	593
	No. Wells	—	6	6	8	8	8	8
	Cumulative Production Through 4/56: Oil—11,174 bbls.: Gas—11,950 MMCF							

(continued on page 28)

ALLIS-CHALMERS MARINE DIESELS
Propulsion Engines: 17 to 516 hp
Generating Sets: 5 to 300 kw

Now... to meet your needs

MORE

ALLIS-CHALMERS MARINE DIESELS

- **increased production**
- **improved standards**
- **expanded service**
- **greater parts availability**
- **more parts interchangeability**

The production of Allis-Chalmers engines goes up, up, up to meet your needs. The 1956 production is expected to reach an all-time high — and 1955 output was many percent greater than 1954's. A multi-million-dollar expansion of facilities will further boost production.

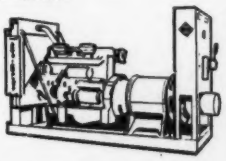
But there are not only *more* engines to meet your needs, there are *better* engines — as Allis-Chalmers research and development continues to pioneer improvements, and as production and inspection standards are set even higher.

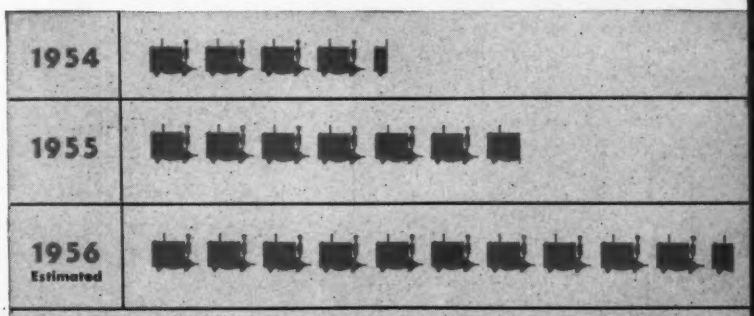
Along with this comes an expansion of customer service and greater parts availability, too, as sources of parts and service are moved closer to you.

More and more, it's Allis-Chalmers engines and service to meet your needs.

ALLIS-CHALMERS, BUDA DIVISION, MILWAUKEE 1, WISCONSIN

A complete line of improved engine generator sets from 5 to 300 kw for on-board, marine, dock and industrial use.





The 1956 production of Allis-Chalmers engines will reach an all-time high, with output many percent higher than in previous years.

ALLIS-CHALMERS

BM-6

TOTALS, RECENT YEARS AND 1956

(oil in barrels, gas in mmcf)

Field, data on discovery well		1953	1954	1955	Jan.	Feb.	Mar.	Apr.
Chandeleur Sound Area								
Eloi Bay by Phillips in 12/53	Oil	1,445	30,432	49,221	5,465	2,837	3,137	3,378
PD: 5856	No. Wells	1	1	2	2	2	2	2
	Gas.	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—95,595 bbls.						
Lake Athanasio by Texas Co. in 4/54	Oil	—	11,704	18,744	1,881	1,704	1,910	1,576
	No. Wells	—	2	2	2	2	2	2
	Gas.	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—37,524 bbls.						
Block No. 41 by Phillips Pet. in 6/54		PD: 6,248			SHUT IN GAS FIELD			
Block No. 69 by Texas Co. in 6/54		PD: 7,013			SHUT IN GAS FIELD			
East Cameron Area								
Block No. 4 by Forest Oil in 8/55		PD: 13,111			SHUT IN GAS FIELD			
Block No. 16 by Shell Oil in 8/55		PD: 12,315			SHUT IN GAS FIELD			
Block No. 17 by Shell Oil in 3/55		PD: 11,956			SHUT IN GAS FIELD			
Block No. 49 by Continental in 9/55		PD. 11,090			SHUT IN GAS FIELD			
Block No. 62 by Continental in 1/56		PD: 7,638			SHUT IN GAS FIELD			
Block No. 71 by Continental in 10/54		PD: 8,066			SHUT IN GAS FIELD			
Eugene Island Area								
Block No. 18 by Shell in 6/54	Oil	—	2,755	576,337	58,922	61,184	62,873	59,499
PD: 9362	No. Wells	—	1	11	14	13	13	13
	Gas.	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—821,570 bbls.						
Block No. 32 by Pure Oil Co. in 12/49	Oil	255,350	437,900	639,894	57,541	55,660	61,627	59,755
	No. Wells	6	8	12	12	12	12	12
	Gas	—	35,953	54,755	4,781	4,262	4,332	4,036
	No. Wells	—	8	12	12	12	12	12
		Cumulative Production Through 4/56: Oil—1,931,088: Gas—149,735 MMCF						
Block No. 45 by Mag. Pet. Co. in 11/48	Oil	312,813	314,776	300,991	29,553	20,241	24,522	29,384
	No. Wells	2	3	7	7	7	7	—
	Gas	—	526	2,184	276	192	165	151
	No. Wells	—	—	4	4	4	4	4
		Cumulative Production Through 4/56: Oil—1,111,262 bbls.: Gas—4,561 MMCF						
Block No. 47 by Pure Oil Co. in 3/55		PD: 8480			SHUT IN GAS FIELD			
Block No. 77 by Humble Oil in 5/56		PD: 14500			SHUT IN GAS FIELD			
Block No. 110 by Mag. Pet. Co. in 7/49	Oil	83,666	72,463	51,556	4,013	4,320	5,195	4,748
	No. Wells	1	1	3	6	6	7	7
	Gas	—	1,416	1,176	172	220	216	200
	No. Wells	—	—	3	5	5	5	5
		Cumulative Production Through 4/56: Oil—235,597 bbls: Gas—4,819 MMCF						
Block No. 126 by Mag. Pet. Co. in 7/49	Oil	815,981	1,144,262	1,706,216	194,253	181,382	208,382	212,894
	No. Wells	8	17	35	37	41	42	46
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—5,556,151 bbls.						
Block No. 128 by Mag. Pet. Co. in 6/55	Oil	—	—	82,193	19,749	1,990	24,282	21,836
PD: 10110	No. Wells	—	—	3	4	5	5	4
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—150,050 bbls.						
Block No. 184 by Phillips Pet. Co. in 3/56		PD: 14808			SHUT IN GAS FIELD			
Grand Isle Area								
Block No. 16 by Humble Oil & Ref.	Oil	12,934	12,101	42,215	6,235	9,498	15,677	19,360
in 11/48	No. Wells	1	1	3	3	3	5	6
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
Block No. 18 by Humble Oil & Ref.	Oil	372,370	724,559	1,348,467	133,637	123,732	137,854	131,179
in 8/48	No. Wells	5	13	18	20	21	22	21
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—4,343,728 bbls.						
Block No. 47 by Continental in 12/55	Oil	—	—	—	—	558	—	428
PD: 9868	No. Wells	—	—	—	1	1	1	1
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—986 bbls.						
Main Pass Area								
Block No. 23 by Calif. Co. in 6/54	Oil	—	288	4,948	—	—	—	—
PD: 7451	No. Wells	—	1	1	—	—	—	—
	Gas	—	—	—	—	—	—	—
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—5,236 bbls.						
Block No. 24 by Calif. Co. in 12/53	Oil	—	83,954	47,446	4,268	4,600	4,433	4,218
PD: 8262	No. Wells	—	3	2	2	2	2	2
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—148,916 bbls.						
Block No. 25 by Continental in 4/55	Oil	—	—	20,428	—	—	—	—
PD: 6224	No. Wells	—	—	1	1	1	1	1
	Gas	—	—	—	—	—	—	—
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—20,428 bbls.						
Block No. 35 by Shell Oil in 8/51	Oil	2,629,238	2,945,207	3,320,324	351,254	327,621	347,617	338,217
	No. Wells	56	72	74	75	73	73	69
	Gas	—	—	162	14	21	22	27
	No. Wells	—	—	1	1	—	—	—
		Cumulative Production Through 4/56: Oil—10,850,801 bbls.: Gas—246 MMCF						

TOTALS, RECENT YEARS AND 1956

(oil in barrels, gas in mmcf)

Field, data on discovery well		1953	1954	1955	Jan.	Feb.	Mar.	Apr.
Block No. 47 by Kerr-McGee in 7/55 PD: 8192	Oil	—	—	2,199	—	—	—	1,548
	No. Wells	—	—	1	1	1	1	1
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—3,747 bbls.						
Block No. 69 by Calif. Co. in 8/48	Oil	1,653,910	1,951,670	2,909,463	298,822	308,017	357,767	362,555
	No. Wells	20	34	44	45	45	45	79
	Gas	—	1,429	3,301	694	508	393	349
	No. Wells	—	—	4	—	—	—	—
		Cumulative Production Through 4/56: Oil—13,426,858 bbls: Gas—6,674 MMCF						

Ship Shoal Area

Block No. 32 by Kerr-McGee in 11/47	Oil	65,855	52,123	44,804	3,763	3,283	3,775	3,185
	No. Wells	6	1	1	1	1	1	1
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—682,208						
Block No. 67 by Odeco in 11/55 PD: 12137	Oil	—	—	313	—	4,062	7,863	4,258
	No. Wells	—	—	1	1	1	1	2
	Gas	—	—	—	—	—	—	—
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—16,496 bbls.						
Block No. 72 by Mag. Pet. Co. in 8/48	Oil	255,394	232,224	149,051	12,094	10,706	9,406	11,050
	No. Wells	4	4	5	5	5	4	6
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—1,039,514 bbls.						
Block No. 113 by Mag. Pet. Co. in 7/55 PD: 7532	Oil	—	—	1,221	—	—	—	—
	No. Wells	—	—	1	1	1	1	1
	Gas	—	—	—	—	—	—	—
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—1,221 bbls.						
Block No. 154 by Gulf in 8/55 PD: 6196	Oil	—	—	43,001	19,842	20,454	17,765	16,723
	No. Wells	—	—	4	4	4	4	4
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—117,785 bbls.						

South Pass Area

Block No. 5 by Calif. Co. in 5/55 PD: 9079	Oil	—	—	15,492	0	0	0	0
	No. Wells	—	—	1	1	1	1	1
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—15,492 bbls.						
Block No. 6 by Shell in 1/55 PD: 8337	Oil	—	—	17,113	3,166	2,297	1,911	1,734
	No. Wells	—	—	2	2	2	2	2
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—26,221 bbls.						
Block No. 20 by Humble Oil Co. in 2/56				PD: 9521		SHUT IN GAS FIELD		
Block No. 21 by Shell Oil Co. in 5/56				PD: 10165		SHUT IN GAS FIELD		
Block No. 24 by Shell Co. in 4/50	Oil	1,790,854	4,481,003	8,600,228	1,172,614	1,146,328	1,321,401	1,368,270
	No. Wells	27	81	186	198	227	242	248
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—21,287,521 bbls.						
Block No. 27 by Shell Oil Co. in 8/54 PD: 7430	Oil	—	13,056	744,686	119,067	113,889	123,691	120,549
	No. Wells	—	1	20	21	22	23	23
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—1,234,938 bbls.						
Block No. 30 by Shell Oil Co. in 6/55				PD: 9528		SHUT IN GAS FIELD		
Block No. 41 by Calif. Co. in 3/55 PD: 10096	Oil	—	—	59,229	5,405	7,183	7,680	6,767
	No. Wells	—	—	1	1	1	1	1
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—86,284 bbls.						
Block No. 42 by Shell Oil Co. in 4/56				PD: 8378		SHUT IN GAS FIELD		

South Pelto Area

Block No. 20 by Mag. Pet. Co. in 8/51	Oil	—	—	47,575	11,615	6,280	6,833	7,446
	No. Wells	—	—	3	3	3	3	3
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—79,699 bbls.						

South Timbalier Area

Block No. 54 by Humble in 5/55 PD: 6591	Oil	—	—	1,919	—	—	—	3,792
	No. Wells	—	—	2	2	2	2	2
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—5,711 bbls.						

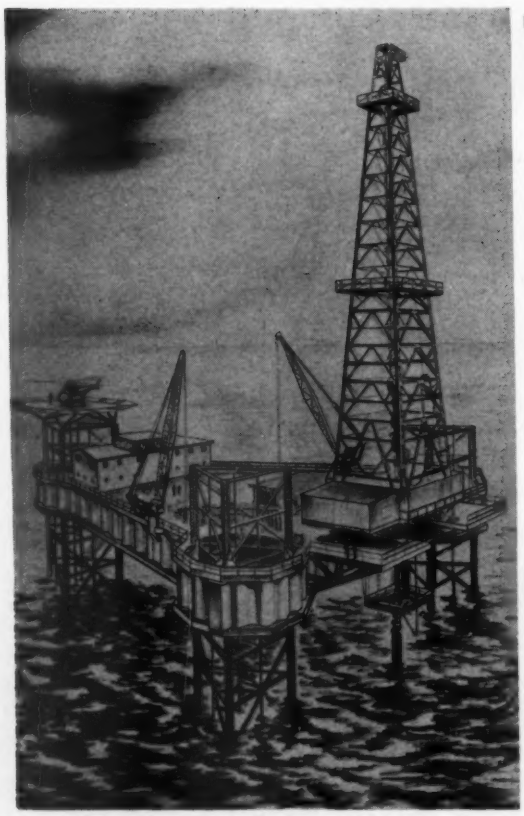
Vermilion Area

Block No. 39 by Pure Oil Co. in 6/49	Oil	76,800	109,670	132,069	13,325	13,570	15,225	13,843
	No. Wells	5	7	10	10	11	11	10
	Gas	—	22,492	24,699	2,732	2,535	2,885	—
	No. Wells	—	7	10	—	—	—	—
		Cumulative Production Through 4/56: Oil—482,995 bbls.: Gas 93,748 MMCF (thru March)						

(continued on page 31)

Announcing

A DISTINGUISHED DRILLING MATE TO THE ZAPATA "SCORPION"



Zapata's deep-water mobile drilling platform "Scorpion" recently completed a well off Aransas Pass, Texas. Unit was moved over 200 miles and spudded in at a new location off Galveston, Texas in 122 hours—a record move for any rig.

Zapata Off-Shore Co. is proud to announce a distinguished drilling mate to "Scorpion." The new $3.25 million unit, to be built by R. G. LeTourneau, Inc., will be similar in design and construction to "Scorpion," and will be ready for operation by March 1, 1957.

Zapata's Rig No. 1 with Drilling Tender "Nola" is now completing a second well off Cameron Parish, La.

ZAPATA OFF-SHORE CO.
HOUSTON, TEXAS

TOTALS, RECENT YEARS AND 1956

(oil in barrels, gas in mmcf)

Field, data on discovery well		1953	1954	1955	Jan.	Feb.	Mar.	Apr.
West Cameron Area								
Block No. 33 by Phillips Pet. in 8/49	Oil	6,560	3,385	6,735	280	435	465	411
	No. Wells	1	1	1	1	1	1	1
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—89,435 bbls.						
Block No. 40 by Phillips in 3/55		PD: 13916			SHUT IN GAS FIELD			
Block No. 45 by Stanolind in 5/49	Oil	71,884	71,185	150,410	17,237	13,771	18,269	17,418
	No. Wells	2	2	3	3	3	3	4
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—565,134 bbls.						
Block No. 110 by Mag. Pet. Co. in 5/54	Oil	—	1,419	2,474	0	0	0	0
PD: 8140	No. Wells	—	1	1	1	1	1	1
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—3,893 bbls.						
Block No. 192 by Continental in 7/54		PD: 8810			SHUT IN GAS FIELD			
West Delta Area								
Block No. 30 by Humble in 4/49	Oil	—	2,428	289,332	70,529	82,073	90,127	93,053
	No. Wells	—	1	7	6	8	8	8
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—628,142 bbls.						
Block No. 52 by Continental in 5/54	Oil	—	—	34,203	6,089	5,640	6,077	5,874
PD: 7632	No. Wells	—	—	1	1	1	1	1
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—57,883 bbls.						
Block No. 53 by Continental in 7/53	Oil	45,978	431,164	626,820	53,174	53,010	57,852	56,821
PD: 6370	No. Wells	2	8	9	9	10	10	10
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—1,324,819 bbls.						
Block No. 55 by Continental in 9/55		PD: 4844			SHUT IN GAS FIELD			
Block No. 56 by Continental in 5/55		PD: 4361			SHUT IN GAS FIELD			
Block No. 58 by Continental in 1/55		PD: 11668			SHUT IN GAS FIELD			
Block No. 59 by Continental in 8/55	Oil	—	—	902	300	0	0	2,240
PD: 12736	No. Wells	—	—	1	1	1	1	1
	Gas	CASINGHEAD GAS ONLY						
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—3,442 bbls.						
Block No. 84 by Continental in 6/55	Oil	—	—	9,918	1,769	1,934	3,641	2,251
PD: 10857	No. Wells	—	—	1	1	1	2	2
	Gas	—	—	—	—	—	—	—
	No. Wells	—	—	—	—	—	—	—
		Cumulative Production Through 4/56: Oil—19,487 bbls.						

For Texas . . .

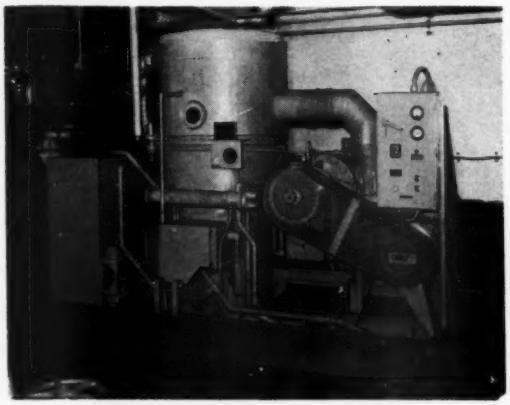
TOTALS, RECENT YEARS AND 1956

(oil in barrels)

Field, Gulf of Mexico tract, operator		1954	1955	Jan	Feb	Mar	Apr	May
Offshore Production, Coastal Fields								
Caplen multipay, ST. 26, Sun Oil	Oil	18,584	18,393	1,704	1,763	2,066	1,862	1,905
	Wells	2	2	2	2	2	2	2
		Cumulative for period, 46,280 bbls.						
Caplen multipay ST. 27 Sun Oil	Oil	66,919	46,840	3,813	4,147	4,961	4,747	5,066
	Wells	2	2	2	2	2	2	2
		Cumulative for period, 136,496 bbls.						
High Island ST. 1 Stanolind	Oil	20,134	20,012	1,646	1,705	1,830	1,900	1,863
	Wells	1	1	1	1	1	1	1
		Cumulative for period, 49,093 bbls.						
Gulf of Mexico Fields								
G.A.B. 189 (7470 Sand) Disc. by Pure in ST 189, 4/1/55 TP 7522	Oil	—	2,450	743		934	1,670	1,953
	Wells	—	1	1	1	1	1	1
Chevron (A-3 Frio) Disc. by StanTex in ST. 945, 3/28/55 TP 7661	Oil	—	39,643	1,581	1,870	1,981	1,667	1,966
	Wells		1	1	1	1	1	1
Chevron (7760 Frio) Disc. by StanTex in ST 948, 11/20/54 TP 7760	Oil		113,952	9,816	8,120	8,764	7,378	7,271
	Wells		2	2	2	2	2	2
Chevron (A-13 Frio) Disc. by StanTex in ST. 952, 5/22/56 TP 7876	Oil	—	—	—	—	—	1,285	189
	Wells	—	—	—	—	—	1	1

FACTORY PARTS AND SERVICE—PROMPTLY

Pictured at the right is a MECO Model PES400K Thermo-Compression Water Distillation unit operating on a large derrick barge that is employed in offshore work. This 400 GPH distillation unit is a dependable, economical, continuously operating source of pure fresh water. This user, as well as the owners and operators of all MECO units in the Gulf of Mexico, realize that the factory's complete stock of parts, as well as trained service men, are available within a few miles of offshore operations, whenever needed. MECO distillation units are manufactured in sizes and types to meet most requirements.



400 GPH—Floor area occupied: 65 sq. ft.

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Rives, Dyke Named Agency For Dowell, Inc., Account

Rives, Dyke and Company of Houston has been named advertising agency for Dowell Incorporated, Chad Steward, advertising manager for Dowell, announced.

Dowell services include acidizing, formation fracturing, cementing and related oil well services. The company also distributes a wide range of chemicals and products for oil and gas wells. It maintains 165 service branches in oil and industrial areas of the U.S., Canada, and South America.

Dowell general offices are in Tulsa, Oklahoma.

L. B. Foster Company Picks Laden District Sales Head

R. A. Anderson, vice president and regional manager in the Houston office of the L. B. Foster Company, has announced the appointment of Ray Laden as district sales manager. Laden, a native of Houston, attended the University of Houston. He has been with Foster for seven years.

The company recently moved to larger headquarters in the Bank of the Southwest Building, Houston's newest skyscraper. The company's address is Suite 1119, Bank of the Southwest Building, Houston 2, Texas.

Foster Company, a supplier of railroad trackage, steel sheet piling and pipe, also maintains offices and warehouses in Pittsburgh, New York, Chicago, Atlanta and Los Angeles.

Morgan City "Oil Center" Now Ready for Occupancy

A 100-office "Oil Center" building at Morgan City, Louisiana, is now ready for occupancy. The building, owned by Vic Guarisco, is on Highway 90. Gulf Refining Company and Dupont Fabricators have already moved into the new building.

Also slated to occupy offices in the "Oil Center" are Magnolia Petroleum Company, Halliburton Oil Well Cementing Company, and Twenty Grand Oil Company, Twenty Grand Towing Company, and Twenty Grand Oilfield Service.

New Office Building Planned At Pure's Morgan City Base

Pure Oil Company will build a new office building at its marine base on Bayou Boeuf, near Morgan City, Louisiana.

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Marine Transportation

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CREWBOAT?
TUG? BARGE?
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SPECIAL FOR THIS MONTH ONLY—

We are offering for rent a brand new 51 ft. all steel, twin screw, G.M. diesel engines, capacity for 32 passengers, speed 26 miles per hour — plenty of stern space for small cargo.

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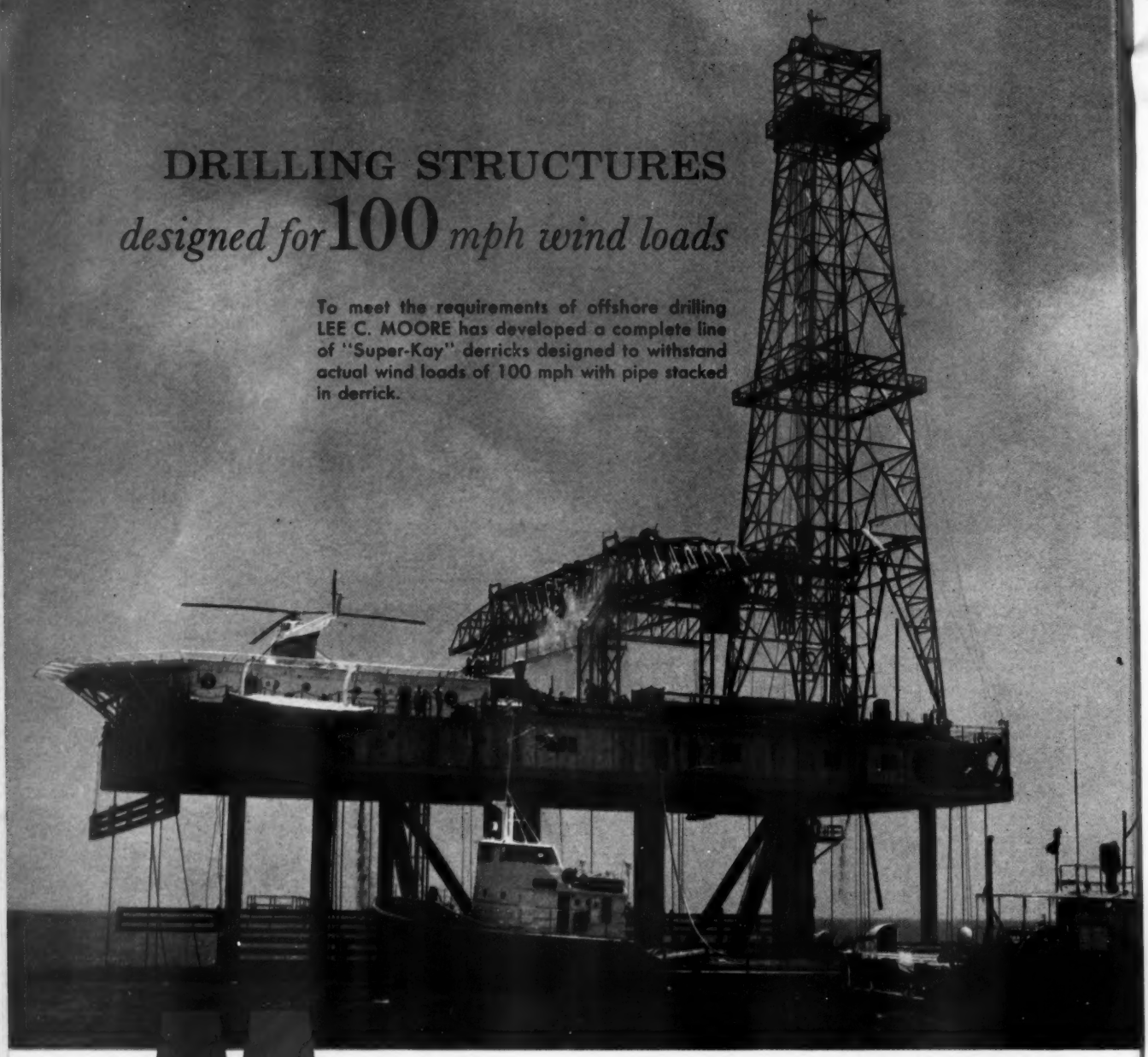
New Orleans 12, La.

DRILLING STRUCTURES
designed for 100 *mph wind loads*

To meet the requirements of offshore drilling LEE C. MOORE has developed a complete line of "Super-Kay" derricks designed to withstand actual wind loads of 100 mph with pipe stacked in derrick.



Four wells are drilled from this 140′ LEE C. MOORE SUPER-KAY derrick by shifting the crown, rotary and racking platform.

LEE C.

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FOREIGN LICENSED MFR.: Oil Well Engineering Co., Ltd., Cheadle Heath, Stockport, England

Louisiana-U.S. Agreement Appears Possible

Late in July it was still anybody's guess as to whether a threatened general drilling shutdown in the disputed zone off Louisiana would take place. A June 11 order of the U.S. Supreme Court had banned both drilling and leasing in the state's twilight tidelands—unless by agreement of the parties concerned. With a portion of its economy threatened one of the parties concerned, Louisiana, was intent on having drilling continue.

In Washington, new Interior Secretary Fred A. Seaton said he had sent state officials a copy of a proposed agreement which would call for the placing of all revenues—past and future—from the disputed zone in escrow, while permitting both drilling and leasing. Seaton also appointed a three-man board to meet with state officials to determine exactly where the disputed area is.

At Baton Rouge, state Attorney General Jack Gremillion had earlier objected to permitting further federal leasing, saying a lease ban was what the state had gone to court to obtain. The Louisiana legislature had already passed an emergency measure making it possible to put offshore funds in escrow.

In Houston, Texas, a meeting of offshore operators and drilling contractors was held to discuss the possibility of bringing major equipment now in use off Louisiana to Texas waters. In recent weeks there has been a step-up in applications for drilling off the state.

Alabama

Conservation Department Accepts Six July 2 Bids

The Alabama Department of Conservation accepted only 6 of 18 bids in a July 2 offshore lease sale. Accepted bonus offerings on 25,830 acres totalled $57,062.54, with annual rentals of $23,195.34 specified.

All bonus bids, including those not accepted, totalled $97,854.

The leased acreage lies north of Mobile Point, in Mobile Bay, or in waters inshore from Dauphin Island. Five of the tracts are in the east half of Mobile Bay.

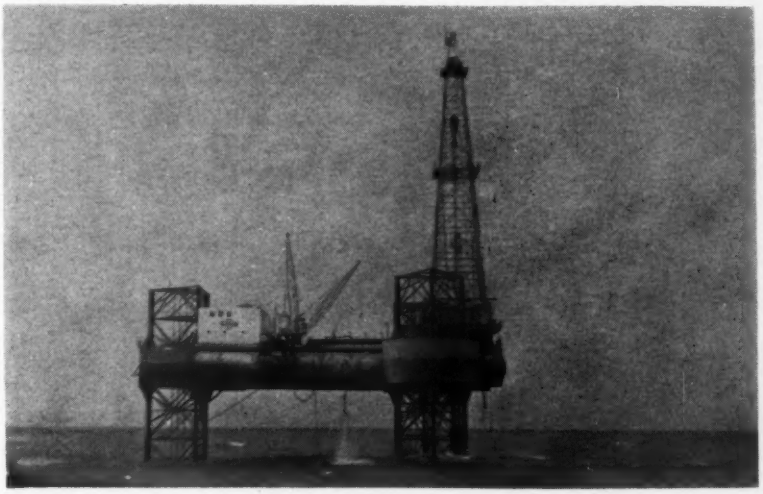
High bid accepted was $11,879.50 offered by Seneca Development Company for a 5,165-acre tract two miles southeast of Weeks Bay. Seneca leased three tracts between Weeks Bay and Mobile Point for a total bonus of $34,831.20.

Plymouth Oil Company leased two tracts. The Texas Company made the only other successful bid in the sale.

The original lease offering had covered 339,564 acres extending to nine marine miles from shore, but bids were offered only on tracts within three miles of shore after a protest from the Federal government.

With a third offshore sale scheduled for August 3, the state asked

(continued on page 37)



Moving swiftly, the mobile unit Scorpion took just 127 hours to let down from a location off Padre Island, South Texas, journey 200 miles up the coast to a lease off Galveston Island, drive 30-inch conductor pipe, and begin drilling. The unit, which belongs to Zapata Off-Shore Company, was directed to its site in a Stanolind Oil & Gas Company lease off Galveston by surveyors on the roof of the Buccaneer Hotel and at Caplen survey station. Operator for the test off Galveston is Standard Oil Company of Texas.

Announcing . . .

Alexander Shipyard

changes name to

American Marine Corporation

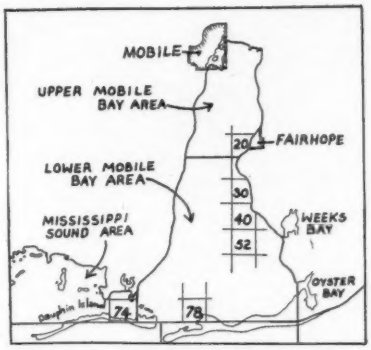
Alexander Shipyard, Inc. of New Orleans is moving forward under a new name, American Marine Corporation, with the announcement of a reorganization-expansion program to meet the growing shipbuilding and servicing needs of the Gulf Coast area. The expansion program is in full progress with recent additions of a new gas freeing plant, a 1500 Ton floating drydock, a 50 Ton floating derrick, and a new 16 ft. 600 Ton hydraulic press for forming steel plates. As a result the American Marine Corporation becomes equipped to do an even better job than its noted forerunner in the design and construction of offshore and inshore drilling barges and tenders, tugs and work boats; and in the servicing, repair, and maintenance of all types of river and Gulf marine equipment.

The company continues under the management of Leslie B. Durant. It remains dedicated to provide for the expanding needs of the Gulf Coast Area in the design and construction of marine equipment.

P. O. Box 8126

New Orleans 22, La.

VA. 2408



After a July 2 sale the State of Alabama granted leases on the six tracts numbered above. Seneca Development Company got tracts 40, 52, and 78. Tracts 20 and 30 went to Plymouth Oil Company, tract 74 to The Texas Company.

Alabama Lease Sale . . .

(continued from page 35)

prospective bidders to indicate on their bids if they desired "all monies from bonuses, rentals, royalties, and prospective production placed in escrow, on any tracts beyond three miles from the coast."

July 2 bonus offerings accepted by the State of Alabama were:

Upper Mobile Bay

Tract No. 20, 2,927 acres, leased by Plymouth Oil Company for $10,244.97 cash bonus and $2,927 annual rental. Near the town of Fairhope.

Lower Mobile Bay

Tract No. 30, 3,475 acres, leased by Plymouth Oil for $8,687.69 cash bonus and $3,475 annual rental.

Tract No. 40, 5,035 acres, leased by Seneca Development Company for $11,580.50 cash bonus and $5,035 annual rental.

Tract No. 52, 5,165 acres, leased by Seneca for $11,879.50 cash bonus and $5,165 annual rental.

Tract No. 78, 4,944 acres leased by Seneca for $11,371.20 cash bonus and $4,944 annual rental.

Mississippi Sound

Tract No. 74, 4,284 acres, leased by The Texas Company for $3,298.68 cash bonus and $1,649.34 annual rental.

California

State Offers One Tract, Receives Just Two Bids

Only two bids were made on the first offshore parcel to be auctioned under California's new state law. The tract, 500 acres off Santa Barbara County, drew a high bid of $75,166.70 from Tidewater Oil Company. Tecolote Oil Company bid $5,000 for the same parcel. It is off the city of Summerland.

Completion Charges Denied By Union Oil of California

"Sorry, that's no christmas tree," is the substance of a Union Oil Company of California denial of accusations that it is completing and shutting in wells in unleased tracts off California.

A deep sea diver reported finding a well head complete with christmas tree in an area off Santa Barbara County where Union Oil had been drilling core holes. But Union Oil officials pointed out that the company used hexagonal steel drilling bases to combat cratering threats in that area. When a core hole appeared promising, an official said, the base, the surface casing set through it, and the control valve cap were left in place—just in case the company should later obtain a lease on the area.

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Chicago New York San Francisco Minneapolis Detroit Boston Los Angeles Toronto Pittsburgh Seattle Vancouver St. Louis Indianapolis Montreal St. Paul Duluth Portland Buffalo Atlanta Calgary Washington Tulsa New Orleans Phoenix Milwaukee Cleveland Havana London

Louisiana-Built Mobile Unit Begins Trip to West Coast

A 45-day sea journey west recently began for the first mobile unit to be built for the West Coast. The unit will work for Monterey Oil Company, Humble Oil & Refining Company, and Seaboard Oil Company on a core-hole project off California between Huntington Beach and Newport Beach.

Offshore Contractors Company—composed of Healy Tibbitts Construction Company, Raymond Concrete Pile Company, DeLong Corporation, and Bechtel Corporation—built the unit at Avondale, Louisiana.

The barge will carry its own caissons to the Los Angeles Ship Building yards at Wilmington, California, where it will be asembled. Going via the Panama Canal, the mobile unit is expected to arrive at Wilmington in mid-August.

General Petroleum Corp. Outfitting Core Vessel

Outfitting to join the West Coast core hole drilling fleet is the **Torry**, purchased from U.S. Government surplus by General Petroleum Corporation. The vessel is 176' x 32 feet. General Petroleum's exploration permit is for an area offshore from Los Angeles and its environs.

Germany

North Sea Undergoing Geological Exploration

The North Sea off Germany may someday see marine oil operations. Geologists are reported to be exploring water bottoms off Germany near inland oil reserves on the North Sea coast.

In recent years consumption of petroleum has been mounting in Germany.

Louisiana

Cordon Replaces Groom As OCS Office Manager

Allan Cordon has replaced Sidney M. Groom Jr. as manager of the Outer Continental Shelf Office of the Bureau of Land Management, Department of the Interior, in New Orleans.

Cordon has been with Interior for several years. He is a native of Roseburg, Oregon.

Groom, an attorney and physicist, will open up an office in Houston as a consultant in the leasing of offshore federal lands.

Mecom Buys 275,000 Acres of Oil Properties

Approximately 275,000 acres of producing and non-producing oil properties in Louisiana have been purchased by John W. Mecom, San Jacinto Petroleum Corporation, and Waterford Oil Company for about $15 million cash. The purchase includes the acquisition by Mecom of 34.5 percent of the capital stock in the Lutcher & Moore Cypress Lumber Company, New Orleans.

Mecom owns 50 percent of the purchased properties; the two oil companies bought 25 percent each.

Under the agreement, Mecom has exclusive management and use of the surface of the properties on a long-term lease agreement.

The sale was closed in an eight-sided telephone conversation between representatives of the buyers and sellers in as many towns. Telephone connections were arranged between the parish seats of the parishes involved and in Houston and New York City.

The properties are located in Assumption, Calcasieu, Cameron, Lafourche, Terrebonne, and St. Martin Parishes. The producing properties in these parishes are in the following fields: Cameron Meadows, Mud Lake, Second Bayou, Phoenix Lake, East Lake Palourde, Chatahoula, and Amelia.

Middle East

Persian Gulf Mobile Unit Being Built in Germany

A mobile unit being built at Dusseldorf, Germany, will drill a wildcat 80 miles off the coast of Arabia in the Persian Gulf. About $14 million is expected to be spent on the mobile unit and the first test.

The barge is of the DeLong type widely used in the Gulf of Mexico, and has a jack mechanism to raise and lower it on location. It will measure 190 x 106 feet.

Operator for the well is Abu Dhabi Marine Areas, Ltd., which is owned two-thirds by British Petroleum Company, Ltd., and one-third by Cie. Francaise Des Petroles.

Supply difficulties will be partially solved by the use of the island of Das as a base camp. The island is just 20 miles from the operation site and is 60 miles from Arabia's mainland. Harbor facilities and a helicopter landing area are to be provided on the island.

Oklahoma

Cities Service Oil Company Elects R. L. Kidd President

The board of directors of Cities Service Oil Company (Del.) with headquarters at Bartlesville, Oklahoma, has elected Robert L. Kidd president to succeed the late Singer B. Irelan.

Kidd resigned as president of the Arkansas Fuel Oil Corporation with headquarters in Shreveport, Louisiana. He is succeeded in that position by J. E. Heston of Bartlesville.

Texas

Sale Draws $289,788 For Ten Leases in Gulf

A July 3 Texas lease sale brought the state's School Land Board high bids totalling $289,788.75 on 5,529 acres in the Gulf of Mexico. Bonus offers on Gulf tracts averaged $52 per acre.

In all, the Board received high bids of $4,304,581 on 49,345 acres, both submerged and on shore.

Arkansas Fuel Oil Corporation made the top offer of the sale, with $301,614.75 for 925-acre Tract 751 in Nueces Bay.

Humble Oil & Refining Company entered the highest offshore bid, offering $49,095.25 for a tract about nine miles north of the Chevron offshore field. The tract, No. 915 (S), covers 1,075 acres. Humble Oil also made top bids on adjoining Tracts 907(S) and 908(S). Bonus offers were $28,520 for 496-acre Tract 907(S); and $43,585 for 758-acre Tract 908(S).

Second high bid for offshore acreage was $45,200 put up for 880-acre Tract 448(S) by Brazos Oil & Gas Company. The tract is about a mile east of the Michel oil field, on shore. High bids on adjoining tracts were by: Dow Chemical Company et al, Tract 449(S); The Texas Company, Tract 450(S); and The Texas Company, Tract 451(S).

Gulf of Mevico tracts bid on and the companies making bonus offers were:

(continued on next page)

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Integrated, one-stop oil field service facilities are only part of what you get at Twenty Grand. From top management on down to the office boys, Twenty Grand people share a common dedication to give you oil field service PLUS. Drilling mud, diesel fuel, fresh water, fleets of trucks, deck, bulk and covered barges, tugs, radio communications and air transportation are just the physical facilities. Add to these the experience and determination of 46 men and women who know and understand your problems and you get a better picture of why Twenty Grand has become synonymous with fast, efficient oil field service from Sabine Pass to the Mississippi. Twenty Grand people are proud of the good reputation they enjoy. At Twenty Grand they like to say "we put the SERVICE in oil field service."

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Plants at Morgan City (Berwick) and Cameron, Louisiana

P. O. BOX 92, BERWICK, LA.

(continued from preceding page)

GALVESTON COUNTY

Tract, Bidders, Part	Bids	Acres
Tract 147(S) NE PT		$ 43.00
Pure Oil Co. et al	$ 6,665.00	
Tract 147(S) S PT		115.00
Pure Oil Co. et al	12,075.00	
Tract 148(S) NE PT		400.00
Pure Oil Co. et al	42,000.00	

NUECES COUNTY

Tract 907(S)		496.00
Humble Oil & Refg. Company	28,520.00	
Arkansas Fuel Oil Corp.	21,461.92	
Tract 908(S)		758.00
Humble Oil & Refg. Company	43,585.00	
Tract 915(S)		1,075.00
Humble Oil & Refg. Company	49,095.25	

MATAGORDA COUNTY

Tract 448(S)		880.00
Brazos Oil & Gas Co.	45,200.00	
Tract 449(S)		523.00
Dow Chemical Co. et al	27,750.00	
The Texas Co.	16,474.50	
Renwar Oil Corp.	15,786.80	
Tidewater Oil Co.	15,591.60	
Sunray Mid-Cont. Oil Co.	4,812.90	

Tract, Bidders, Part	Bids	Acres
Tract 450 (S)		413.00
The Texas Company	8,879.50	
Tract 451 (S)		826.00
The Texas Company	26,019.00	
Dow Chemical Company et al	17,650.00	

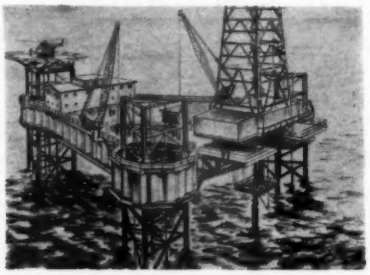
School Land Board Issues New Offshore Drilling Rules

Texas has a new set of "Rules and Regulations Governing Drilling and Production Operations in Coastal Waters." The original rules and regulations had been in effect since 1939.

The rules were issued by the General Land Office of the State of Texas July 12. They cover drilling equipment and practices, and are designed to prevent pollution, as well as obstructions to navigation.

An earlier version of the rules had been submitted to the Industry Offshore Committee, which acted as an advisory body. The only significant changes made in the final regulations require that all pipe lines be buried and state that exceptions to any of the rules may be made by the Commissioner of the General Land Office with the approval of the state's Attorney General.

Copies of the regulations are obtainable from the General Land Office at Austin, Texas.



Three-legged mobile unit being built for Zapata Off-Shore Company, of Houston, by R. G. LeTourneau, Inc.

Mobile Unit for Zapata Will Have Heliport on Leg

A helicopter landing deck will perch atop one of the three legs on a mobile unit now being built for Zapata Off-Shore Company of Houston by R. G. LeTourneau, Inc., of Longview, Texas.

The $3.4 million platform is similar to **Scorpion**, a unit built earlier for Zapata Off-Shore by LeTourneau. It will be somewhat larger than **Scorpion** and use only 27 electric gearmotors to raise and lower on location—compared to the 63 electric gearmotors used by the older unit. Other improvements have been incorporated in the design.

Deck is to be 194' x 152' and legs will be 145' tall. The drilling platform will weigh 4,000 tons fully loaded. Storage facilities are planned for 1,000 barrels of drinkable water, 5,000 barrels of drill water, 1,000 barrels of diesel oil, 1,500 barrels of active drilling mud, and 10,000 sacks of dry drilling mud.

LeTourneau is building the platform at riverside construction facilities near its plant at Vicksburg, Mississippi. LeTourneau operates its own electric-furnace steel mill at Longview, and company officials say they anticipate no difficulty in securing steel for the platform.

LeTourneau will completely outfit the platform, including installing all drilling equipment.

This is the barge that drilled the world's deepest well!

Like so much other oil-marine equipment that has played an important part in establishing "notable firsts" in tidelands operations, the Keystone-Slaughter drilling barge which figured in the drilling of the Humble LL & E No. 1-L by Richardson and Bass, John W. Mecom, and Freeport Sulphur Co., was built by

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Continental Oil Company Promotes Five Officials

Continental Oil Company has announced the promotion of two officials to senior vice president and the promotion of three others to key positions.

Men promoted are Harold G. Osborn, formerly vice president in charge of manufacturing Ponca City, Oklahoma—to senior vice president, Houston; A. W. Tarkington, former vice president and regional general manager, Fort Worth—to senior vice president, Houston; R. L. Bosworth, treasurer, Houston—to vice president and coordinator of company activities at Ponca City, and assistant treasurer; L. C. Peters, financial vice president, Houston—to financial vice president and treasurer, Houston; and G. T. Pearson, director of organization planning, Houston — to regional general manager, Fort Worth.

These promotions follow the recent elevation of Chas. A. Perlitz Jr. from senior vice president to executive vice president. Besides Osborn and Tarkington, Ira H. Cram also serves Continental as a senior vice president.

Venezuela

Venezuela Lease-Drought Broken by Three Auctions

After an 11-year lease-drought, acreage in Venezuela's Lake Maracaibo has been placed on the bidding block three times within the past two months—and unsubstantiated reports say that six companies new to the lake have won concessions.

According to reports:

Almost $200 million was bid on eight of eleven tracts offered June 9. Mene Grande Oil Company, a subsidiary of Gulf Oil Corporation, was successful bidder on four tracts in the central portion of the lake. Compania Shell de Venezuela (CSV) and Creole Petroleum Corporation were each winners of one tract. CSV, Creole, and Mene Grande are all previous holders of lake acreage.

Companies entering the lake for the first time were Sun Oil Company and Atlantic Refining Company, with a joint bid; and a four-company group composed of Sohio Petroleum Company, Pure Oil Company, Signal Oil & Gas Company, and Hancock Oil Company. Each group leased one tract.

A subsequent lease sale of six tracts was held July 13. The three tracts not sold in the June 9 lease sale were offered earlier in July.

Meanwhile, 32 additional lake tracts have been mapped by the Venezuelan government.

Washington, D.C.

Bill Proposed to Curtail Offshore Military Areas

A bill that was prepared for action before the United States House of Representatives would make Congressional approval necessary before land is withdrawn for military purposes.

Assistant Secretary of the Interior Wesley A. D'Ewart had previously told the House Interior Committee —which prepared the bill—that the Department of Defense is seeking air space reserves over 19 million acres of potential oil lands in the Gulf of Mexico.

The bill covers all areas larger than 5,000 acres. It was originally written just for onshore acreage, but was modified to include the continental shelf at the request of the Department of the Interior.

Oilfield Hauling ... at Sea

The 120-ft. FLOOD TIDE, left, is one of five big supply vessels serving the offshore industry.

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Round-the-clock service is assured by Tidewater's experienced personnel, and by the finest fleet of supply vessels in the Gulf. These include the 120-ft. EBB TIDE, 130-ft. HIGH TIDE, 130-ft. GULF TIDE, 120-ft. FLOOD TIDE and 120-ft. RIP TIDE . . . boats big enough, and tough enough, to go out and stay out in any kind of weather.

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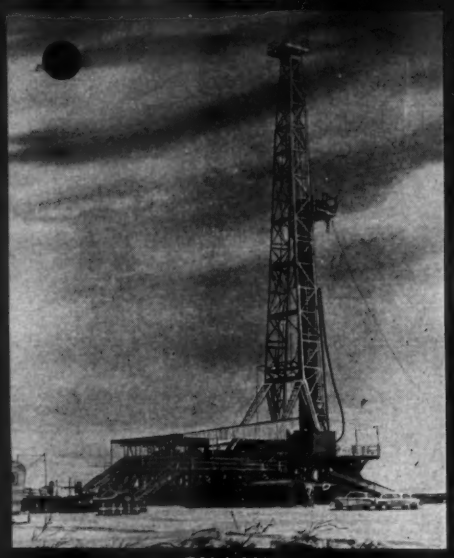

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Marine Rig Round-Up

OFFSHORE finds over 350 marine drilling rigs, 76 drill tenders active or under construction

ON THE following pages is by far the largest and most impressive list of marine drilling rigs and drill tenders ever to appear in print. Compiled and published by OFFSHORE as a service to the industry, the tabulation is divided into three categories: **Drill Barges, Drill Tenders** and **Rigs on Platforms.**

Each subdivision lists owner, name or rig number, location as of July 1, 1956, and for whom the rig was drilling. In addition, the operating depth for drill barges is given, as well as the drilling depth potential of rigs on platforms. Although a few companies remained to be heard from at press time, the tabulation is virtually complete. Where full information was not available, file data was used.

Special Tabulations
By DAVID G. WALKER
New Equipment Editor

Drilling Barges

OWNER	Barge Name	Water Depth (max.)	LOCATION	Drilling for (7/1/56)
Abu-Dhabi Marine Areas, Ltd.			UNDER CONSTRUCTION DUSSELDORF, GERMANY	Self
An-Son Drlg. Co.	Barge No. 4	10'	Sabine Lake	Texas Co.
B & G Well Maintenance Co.	Barge No. 1	7'	Port Mansfield, Texas	Conoco
Bateman Drlg. Company	Rodney Keith	8'	Plaquemines Parish	Texas Co.
	Henry Bell	8'	Plaquemines Parish	Conoco
Bilbo-Reading Drlg. Co.	Barge 6	8'	Zoller Field, Calhoun County	Hunt Estate
	Barge 7	8'	Cedar Point Field, Harris County	SoTex
Blackie Drlg. Company	Doc	15'	Lafourche Parish	Olin Gas
Booker Drlg. Co.	Mary Ethyl	10'	Weeks Island	Humble
	Rig 2	10'	Lake Washington	Humble
	Rig 3	10'	Point a la Hache	Humble
Brewster-Bartle Drlg. Co.	Copano	12'	Bayou Penchant Field, Terrebonne Parish	Texas Co.
	Laguna Madre	12'	Bayou Couba Field, St. Charles Parish	Gulf
	Lavaca	12'	Mallard Bay, Cameron Parish	Texas Co.
	East Bay	12'	West Bay, Plaquemines Parish	Gulf
	West Bay	12'	Caillou Island Field, Terrebonne Parish	Texas Co.
	Vermilion Bay	12'	Lake Pelto Field, Terrebonne Parish	Sun
	Trinity Bay	12'	UNDER CONSTRUCTION	
W. T. Burton		14'	Moving to new location	
		7'	Pecan Bayou, Cameron Parish	Kerr-McGee
The California Co.	S-44		South Pass Area	Self
	S-45		UNDER CONSTRUCTION	
	S-55		Main Pass Area	Self
Carnes-Weaver Drlg. Co.	Carnes W. Weaver	14'	Timbalier Bay	Gulf
Clinch Drlg. Co.			UNDER CONSTRUCTION	
Columbia Drlg. Company	Columbia No. 1	10'	East White Lake Field, Vermilion Parish	Union of Calif.
	Columbia No. 2	7'	Appling Field, Calhoun County	Alcoa
Continental Drlg. Co.	Barge No. 1	11'	Big Bayou Pigeon	Union of Calif.
	Barge No. 2	11'	Vermilion Bay	Nat. Gas & Oil
Continental Shelf Drlg. Co.	Unnamed		UNDER CONSTRUCTION	
Coral Drlg. Co.	Mr. Arthur	67'	UNDER CONSTRUCTION	
Creole Pet. Corp.	C-79		Lake Maracaibo, Venezuela	Self
	C-80		Lake Maracaibo, Venezuela	Self
Cron & Gracey Corp.	Rig 2		Lake Washington	Mecom et al
	Rig 3		Bay Long	Mecom-Freeport
	Rig 4		Bay Long	Mecom-Freeport
Crown Rigs Inc.	Barge No. 1	10'	Grand Lake, Cameron Parish	Calif. Co.
	Barge No. 2	10'	UNDER CONSTRUCTION	
Deep Water Exploration Co.	No. 1	75'	UNDER CONSTRUCTION	
DeLong, Healy Tibbitts, Raymond Concrete Piling Company			UNDER CONSTRUCTION	Monterey, Humble & Seaboard
Delta Gulf Drlg. Company	Unnamed	30'	UNDER CONSTRUCTION	
Delta Offshore Drlg. Co.	Unnamed	25'	UNDER CONSTRUCTION	

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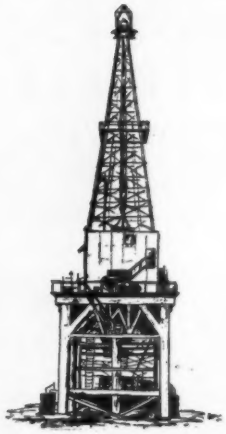

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OWNER	Barge Name	Water Depth (max.)	LOCATION	Drilling for (7/1/56)
Dixie Drlg. Co.	Lucky Bwana	10′	Lake Hatch	Union of Calif.
Doc Drlg. Company	Neva	18′	Lafourche Parish	Cities Service
	Dan	18′	To be completed 8/1/56	
O. W. Dyer	Sally Ann	10′	Galveston Bay	Sun
	O. W. Dyer No. 4	10′	Grand Lake	Lamson et al
	O. W. Dyer No. 5	10′	Lake Washington	Shell
	O. W. Dyer No. 6	10′	Bateman Lake	Sun
	Dyer & Smith	14′	Chandeleur Sound	Lamson et al
Harry L. Edwards Drlg. Co.	West Cote No. 1	10′	Halter Island, Terrebonne Parish	Union of Calif.
Fortenberry Drlg. Company	The Peck	11′		
Freeport Sulphur Company	R. W. Wright		Garden Island Bay	Self
	W. L. Buss		Bay Ste. Elaine	Self
	Jules Guidry		Garden Island Bay	Self
	J. D. Truelove		Garden Island Bay	Self
	R. M. Murray		Bay Ste. Elaine	Self
Gardner Drlg. Company	UMC Barge No. 3	9′	West Bay	Gulf
	Louisiana	8.5′	Bayou Couba	Callery, Inc.
C. G. Glasscock Drlg. Co.	Barge No. 1		San Antonio Bay, Texas	Glasscock & Ark. Fuel
	Barge No. 2	10′	Louisiana	Quintana
	Barge No. 3	12′	"	Shell
	Barge No. 4′	7.5′	"	Glasscock & Colo. O & G
	Barge No. 5	7.5′	"	Como Drlg. Co.
	Barge No. 6	7.5′	"	Shell
	Barge No. 8	7′	Texas	Phillips
	Mr. Gus	100′	Block A-104, High Island	Shell
	No. 12	125′	UNDER CONSTRUCTION	
	Barge No. 10		Copano Bay, Texas	Phillips
Golden Meadow Drlg. Co.	Lewis Geer			
Gulf Coast Drlg. Co.	Barge No. 1	10′	State Lease 1922, Plaquemines Parish	Shell
Gulf Oil Corp.	Rig 57	12′	Timbalier Bay	Self
	Rig 22	9′	Timbalier Bay	Self
	Rig 02	9′	Timbalier Bay	Self
Harvey Drlg. Company	Barge No. 1	11′	Montague, La.	Placid
Humble Oil & Refining Co.	Rig 20	10′	East Venice area	Self
	Rig 23	10′	Palmetto Bayou	Self
	Rig 26	10′	Little Lake	Self
	Rig 29	10′	Palmetto Bayou	Self
	Rig 33	10′	Clovelly	Self
	Rig 34	10′	Bayou Postillion	Self
	Rig 39	10′	Bayou Jean LaCroix	Self
	Rig 45	10′	Little Temple	Self
Kelly Drlg. Company	Barge No. I		Saint Mary Parish	Texas Co.
	Barge No. II		Bay Ste. Elaine, Terrebonne Parish	Texas Co.
	Barge No. III		Bay Ste. Elaine, Terrebonne Parish	Texas Co.
Kerr-McGee Oil Ind.	Rig No. 40	20′	Block 55-S, West Delta Area	CATC
	Rig No. 44	40′	Block 66, Vermilion Area	Pure
	Rig No. 45	35′	Block 33, West Cameron Area	Phillips & Self
	Rig No. 46	70′	UNDER CONSTRUCTION	CATC
	Rig No. 47	70′	UNDER CONSTRUCTION	Phillips
	Rig No. 49	45′	UNDER CONSTRUCTION	Texas Co.
Loffland Bros.	No. 9			
	No. 8			
	No. 1			
	No. 2			
	No. 3			
Louisiana Offshore Drlg. Co.	Unnamed	65′	UNDER CONSTRUCTION	
Magnolia Petro. Company	Barge No. 1	24′	Block 46, Main Pass Area	Self (on piling)
Mallard Well Service	Drake 1	10′	Venice, La.	Gulf
B. L. McFarland	Barge No. 1	12′	GPLDA No. 1	Gulf
John W. Mecom	Guy Cessna		State Lease 2277, Lake Washington	Self
	Clyde Tissue		Lake Washington	Mecom-Freeport
	Max Prather		Bayou Chalaud	Mecom-Freeport
	Harold Strader		Lake Washington	Mecom-Freeport
	Rig 12		Bayou Couba	Self
	Rig 7			Mecom Pet.
	Ed Malloy		State Lease 1134, West Cameron	Mecom Pet.
Mene Grande	Barge No. 72		Lake Maracaibo, Venezuela	Self
Morris & Hamilton Inc.	Barge No. 1	38′	UNDER CONSTRUCTION	
Natural Gas & Oil Co.		10′		
Noble Drlg. Co.	Operates 5 shallow water drilling barges			
Norton Drlg. Co.	No. 2	11′	Jefferson Parish	Texas Co.
	No. 3	11′	St. Mary Parish	Texas Co.
	No. 4	11′	Lafourche Parish	Superior
	No. 5	13′	Plaquemines Parish	Calif. Co.
	No. 6	11′	Plaquemines Parish	Calif. Co.
	No. 1	10′	St. Mary Parish	Texas Co.
Ocean Drilling & Exploration Co.	Mr. Charlie	40′	South Pass Block 27	Shell
	John Hayward	30′	West Cameron Block 3	British-American
	Margaret	65′	UNDER CONSTRUCTION	
	St. Louis	30′	UNDER CONSTRUCTION	

OWNER	Barge Name	Water Depth (max.)	LOCATION	Drilling for (7/1/56)
The Offshore Company	No. 8	12′	Grand Lake near Lake Arthur	Humble
	No. 9	10′	St. Mary Parish	Callery
	No. 11	12′	Lake Ponchartrain	Humble
	No. 12	20′	West Delta Area	Calif. Co. (rig on S-44)
	No. 15	10′	St. Martin Parish	Gulf
	No. 16	12′	Lafourche Parish	Calif. Co.
	No. 17	12′	Plaquemines Parish	Humble
	No. 20	10′	Lafourche Parish	Texas Co.
	No. 22	12′	Plaquemines Parish	Tidewater
	No. 51	50′	Grand Isle Area	Humble
	No. 52	100′	Ship Shoal Area	McDermott
	No. 53	30′	Eugene Island Area	Humble
	No. 54	100′	Eugene Island Area	Shell
	No. 55	100′	Galveston	Stanolind
Penrod Drlg. Co.	Barge 34	10′	Terrebonne Parish	Placid
	Barge 37	10′	Plaquemines Parish	Placid
	Barge 44	18′	Plaquemines Parish	Calif. Co.
	Jim Garrison	15′	Terrebonne Parish	Placid
	"Bill" Dordan	15′	Terrebonne Parish	Placid
	Tom Sorrell	18′	RIGGING UP AT ORANGE, TEXAS	
	Unnamed	45′	UNDER CONSTRUCTION	
Perforaciones Guarico			UNDER CONSTRUCTION	
Phillips Pet. Co.	J. P. Stevens	18′	Kurzwig No. 1, Lake Chicot	Self
	No. 42	26′	Main Pass Area	Self
R. P. Phillips Well Service	Tiny		Timbalier Bay	Gulf
	Herkie		Venice	Tidewater
Placid Oil Co.	Unnamed	100′	UNDER CONSTRUCTION	
Prince Drlg. Company	Barge No. 1	12′	Manila Village, Jefferson Parish	Tidewater
	Barge No. 2	14′	Bastian Bay, Plaquemines Parish	Shell
Rebstock & Reeves	Bundy	8′	State Lease 1008, East Bay	Stanolind
Richardson & Bass	Keystone	10′	Port Sulphur	Self
	Blind Pass	10′	Cote Blanche	Self
	Pointe a la Hache	9′	Little Lake	Self
	Delacroix	9′	Bay Ste. Elaine	Self
Rowan Drlg. Co.	L. J. Hartmangruber	10′		
	C. W. Yancey	10′		
	D. E. Legan	8′		
	Barge No. 2	10′		
	M. G. Rowe	10′		
	Barge No. 18	8′		
	Barge No. 21	8′		
	Barge No. 20	10′		
Salt Dome Prod. Company	Rig No. 3	16′	Matagorda Bay, Texas	Goldston
Shell of Qatar	Rig No. 1	100′	Persian Gulf	Self
Shell Oil Co.	Rig 2	8′	Bayou Pigeon	Self
	Rig 3	6′	Humphreys Area	Self
	Rig 4	12′	BEING MODIFIED	
	Rig 5	6′	Weeks Island Consulin	Self
	Rig 7	14′	Weeks Island	Self
	Rig 10	12′	South Pass Block 6	Self
Shoreline Drlg. Co.	Barge No. 1	10′	Venice, La.	
	Barge No. 2	11′	Patterson Field, St. Mary Parish	So. Natural
	Barge No. 3	12′	East White Lake, Vermilion Parish	Frankfort
	Barge No. 4	9.5′	St. Martin Parish	So. Natural
	Unnamed	50′	UNDER CONSTRUCTION	
Southeastern Drlg. Co.	Barge No. 2	9′	Bay Junop, Terrebonne Parish	Texas Co.
	Barge No. 1	9′	State Lease 2679, St. Mary Parish	Texas Co.
	Barge No. 6	9′	State Lease 2127, Plaquemines Parish	Calif. Co.
	Barge No. 7	14′	A.L.M., Trinidad, B.W.I.	Antilles
	Barge No. 8	25′	UNDER CONSTRUCTION	Calif. Co.
Standard Oil Co. of Texas	SOT-13	8′	Cedar Point Field, Chambers County	Self
Stanolind Oil & Gas	Barge 25	10′		Self
	Barge 9	10′	UNDER CONSTRUCTION	Self
Harold L. Strader Drlg. Co.	U-401	7′	Belle Island, St. Mary Parish	Sun
Sun Oil Co.	Rig No. 1	6′		Self
	Rig No. 2	6′		Self
Superior Oil Co.	W. M. Keck, Sr.	16′	Terrebonne Parish	Self
	Supco XI	12′	Deep Lake Field, Cameron Parish	Self
	Supco I	12′	Terrebonne Parish	Self
	Barge 17	9′	Cameron Parish	Self
Texas Co.	Operates a total of 16 drilling barges			
Two R Drlg. Co.	Barge No. 1	11′	State Lease 999, East Bay	Shell
United Marine Corp.	17 drill barges leased to drilling contractors			
D. E. Vasser Drlg. Company	L. A. Jett	10′		
Ward Drlg. Co.		10′		
Wheless Drlg. Co.	R. V. Pierce	12′	WCB No. 82, St. Mary Parish	Texas Co.
	Burson		LL&E No. 2-I, Lafourche Parish	Texas Co.
	Unnamed	12′	UNDER CONSTRUCTION	
Williams Drlg. Co.	Rig 2	10′	Grand Bay	Gulf
	Rig 3	10′	Montague Landing	Humble
	Rig 5	10′	East Dixon Bay	Calif. Co.
	Rig 6	10′	Timbalier Bay	Gulf
	Rig 7	10′	Duck Lake	Humble
	Rig 8	10′	West Bay	Gulf
Zapata Off-Shore Company	Scorpion	80′	Federal 105, High Island Area	Stand. of Texas
	Unnamed	80′	UNDER CONSTRUCTION	

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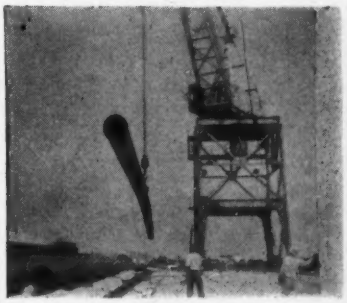

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Drilling Tenders

OWNER	Name or Number	Location July 1, 1956	Drilling for:
CATC	J. C. Craig	West Delta 46 B-2	Self
	J. A. Cleverley	West Delta 48 A-1	Self
	Ernie Miller	West Delta 30 A-3	Self
	Carle Sharp	West Delta 60 4-1	Self
	Unnamed	UNDER CONSTRUCTION	
Arabian American Oil Co.	"Queen Mary"	Temporarily stacked, used in Persian Gulf	Self
The California Co.	S-21	East Cameron Area	Self
	S-22	West Delta Area	Self
	S-23	Bay Marchand	Self
	S-24	West Delta Area	Self
	S-25	Main Pass Area	Self
	S-26	West Delta Area	Self
Coastal Marine Drlg. & Construction Corp		UNDER CONSTRUCTION	
	Not announced	UNDER CONSTRUCTION	
Compania Shell de Venezuela	GP 1	Lake Maracaibo	Self
	GP 2	Lake Maracaibo	Self
	GP 3	Lake Maracaibo	Self
	GP 4	Lake Maracaibo	Self
	GP 5	Lake Maracaibo	Self
	GP 6	Lake Maracaibo	Self
	GP 7	Lake Maracaibo	Self
Creole Petroleum Corp.	LPC-171	Lake Maracaibo	Self
	21-2	Lake Maracaibo	Self
	21-9	Lake Maracaibo	Self
	21-22	Lake Maracaibo	Self
	21-54	Lake Maracaibo	Self
	21-75	Lake Maracaibo	Self
	21-89	Lake Maracaibo	Self
	21-91	Lake Maracaibo	Self
	21-92	Lake Maracaibo	Self
	21-93	Lake Maracaibo	Self
	C-56	Lake Maracaibo	Self
	C-64	Lake Maracaibo	Self
	C-73	Lake Maracaibo	Self
	C-92	Lake Maracaibo	Self
	C-94	Lake Maracaibo	Self
	C-97	Lake Maracaibo	Self
	C-201	UNDER CONSTRUCTION	
	C-202	UNDER CONSTRUCTION	
	C-203	UNDER CONSTRUCTION	
	C-204	UNDER CONSTRUCTION	
Deepwater Exploration Co.	Not announced	Bay Marchand	
Delta Marine Drlg. Co.	Not announced	BEING CONVERTED	
Gulf Oil Corp.	Eagle	South Timbalier 128	Self
	Pelican	Ship Shoal Block 130	Self
Humble Oil & Refining Co.	ST-1	South Pass	Self
	ST-2	South Timbalier 128	Self
	ST-3	Camanada Pass	Self
	ST-4	In dry dock	
	ST-5	Grand Isle Area	Self
	ST-6	Pelican Island	Self
	ST-7	Grand Isle Area	Self
	ST-8	Pelican Island	Self
Humble Oil & Refining Co.	—	LST BEING CONVERTED	
	—	LST BEING CONVERTED	
	—	LST BEING CONVERTED	
	—	LST BEING CONVERTED	
Kerr-McGee Oil Industries	Kermac I	Mustang Island, State Tract 945	Stanotex
	Kermac II	Moving	
	Kermac III	West Delta 56S A-1	CATC
	Frank Phillips	Galveston Area Block 253	Humble
Llano Drilling Co.	Clayton G. Dorn	Eugene Island Block 42	Forest Oil
MCN Group	MDT-1	Eugene Island Block 110	MCN
The Murmanill Corp.	Murmanill I	Bay Marchand	Gulf
	MDT-2	Ship Shoal Block 112	MCN
	MDT-3	Ship Shoal Block 93	MCN
	MDT-4	Ship Shoal Block 117	MCN
	MDT-5	Vermilion Block 46	MCN
	MDT-6	Ship Shoal Block 107	MCN
	MDT-7	Ship Shoal Block 55	MCN
Phillips Petroleum Co.	K. S. Adams	Bay Marchand Block 4	Phillips
Pure Oil Co.	R. W. McIlvain	Vermilion Block 39	Pure
Reading & Bates Drlg. Co.	J. W. Bates	UNDER CONSTRUCTION	
	Geo. M. Reading	UNDER CONSTRUCTION	
Southeastern Drlg. Co.	YF Conversion	CONTRACT TO BE LET	
Stanolind Oil & Gas Co.	Stanolind 50	Vermilion Block 26	Union Oil
Zapata Off-Shore Co.	Nola No. 1	West Cameron Block 83	CATC

Rigs on Platforms

OWNER	Rig No.	Type	Drlg. Depth (max.)	Location	Drilling for (7/1/56)
Arabian-American Oil Co.	No. 1	Tender		Sanfaniya Field, Persian Gulf	Self
Ashby Drlg. Co.	2	Self-con.	15,000'	Block 88, Eugene Island	Magnolia
Big Chief Drlg. Co.		Self-con.		Block 172, Eugene Island	Phillips
Brewster-Bartle Drilling Co.	3	Self-con.	16,000'	Block 889, Mustang Island	Gulf
British Mayalan Pet. Co.	A	Self-con.		Seria Field, Borneo	Self
	B	Self-con.		Seria Field, Borneo	Self
	C	Self-con.		INACTIVE	
	E	Self-con.		INACTIVE	

(continued on page 62)

Mobile Units and Tenders
Gulf Coast Area

Mobile Rigs

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	To 20′	Drilling in Block 84 West Delta Area for CATC
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½′ x 140′ pontoons	Rig 44		Moving to Block 12, South Timbalier, for Texas Co.
Kerr-McGee Oil Ind., Inc. 142′ x 69′ x 13′ 6″, with two 10′ x 11′ x 146′ pontoons	Rig 45	35′	Drilling in Block 33 West Cameron for Phillips and Kerr-McGee
Ocean Drilling & Exploration Company Hayward-Laborde design, 132′ x 220′ x 58′	"Mr. Charlie"	40′	Drilling for Shell, Block 27, South Pass Area
Ocean Drilling & Exploration Company Hayward-Laborde design, 120′ x 180′ x 49′	"John Hayward"	22′	Drilling for British-American, Block 3, West Cameron Area.
The Offshore Company DeLong design, 8½′ x 70′ x 203′ with 12 6′ dia. caissons	Mobile Unit No. 51		Leased to Humble, at Grand Isle
The Offshore Company DeLong design, 13½ x 117′ x 220′, with 14 6′ dia. caissons	Mobile Unit No. 52		Drilling for J. Ray McDermott & Co., Inc.
The Offshore Company John Hayward design, 12′ x 74′ x 200′, with four 6′ dia. caissons and four DeLong jacks	Mobile Unit No. 53		Drilling for Humble Oil & Refining Co.
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 54	To 100′	Drilling for Shell, Block 188, Eugene Island
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 55	25′	Block 95(S) High Island Area for Stanolind
American Tidelands, Inc. Alexander Shipyard design, 12′ x 74′ x 200′ with four pontoons	"101"		Drilling in Block 20, South Pass Area, for Humble
C. G. Glasscock Drilling Co. Bethlehem design, 15′ x 80′ x 225′	"Mr. Gus"	93′	Drilling for Shell in Block A-104, High Island Area
C. G. Glasscock Drilling Co. Bethlehem design, deck 258′ x 104′, pad 200′ x 180′ with four 10′ dia. columns	Unnamed Rig 12	To 125′	Being built by Bethlehem at Beaumont
Southeastern Drilling Co. Friede & Goldman design, 11′ x 90′ x 156′ with four pontoons	Rig 22, Barge 8		Under construction at Avondale Marine Ways, Inc. of New Orleans, completion expected in August
Zapata Off-Shore Company LeTourneau design, 20′ x 80′ x 140′, with three triangular legs	"Scorpion"	43′	Drilling for Standard of Texas. Federal Block 105, High Island Area, off Galveston
The California Company 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons	S-44		South Pass, The Offshore Co., contractor
The California Company 11′ x 90′ x 156′, with four 3′ x 10′ x 35′ pontoons	S-45		West Delta Block 51, Rowan Drilling Co., contractor
The California Company 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Main Pass Area, Noble Drilling Co., contractor
John W. Mecom Floating drydock, 220′ x 78′ x 48′	"Ed. Malloy"		Block 45, West Cameron Area
Penrod Drilling Company California Company design, 150′ x 190′	Unnamed	To 70′	Being built by Bethlehem Shipyard, Beaumont
Delta Offshore Drilling Co. Friede & Goldman design, 156′ x 90′	Unnamed	To 25′	To be built by Avondale Marine Ways, New Orleans
Coral Drilling Company Friede & Goldman design, 180′ x 151′ x 84′ with four pontoons	"Mr. Arthur"	To 70′	To be built by Alabama Dry Dock, Mobile, by the end of 1956
Kerr-McGee Oil Ind., Inc. Design not reported	Rig 46	To 70′	Being built by Ingalls Shipbuilding, Pascagoula, Miss.
Kerr-McGee Oil Ind., Inc. Design not reported	Rig 47	To 70′	Being built by American Bridge, Orange, Texas
Placid Oil Co. Twin submersible hulls, each 72′ x 178′	Unnamed	To 100′	Being built by Levingston at Orange
Ocean Drilling & Exploration Company ODECO design 200′ x 300′ x 93′	"Margaret"	To 65′	Under construction at Alabama Drydock Co., Mobile, to be delivered October, 1956
Ocean Drilling & Exploration Company 120′ x 180′ x 50′	"St. Louis"	To 30′	Under construction at American Marine Corp, New Orleans. To be delivered August, 1956

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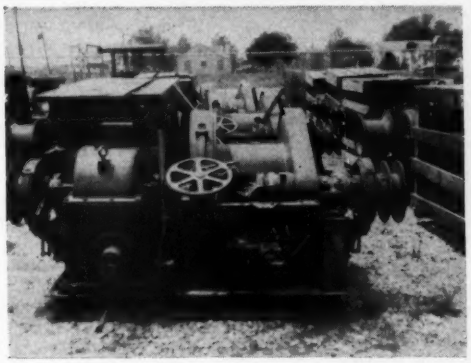

Drum—20" diameter, 18¼" between flanges, 38" flanges. Drum duty—15,000-lb. single line pull at 42 feet perminute. Powered by Chrysler T-118 industrial engine. Total weight of complete unit 7960 lbs.

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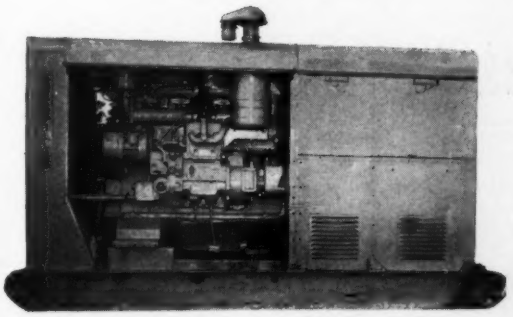

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Louisiana Offshore Drilling Company Friede & Goldman design, 180′ x 151′ x 12′	Not announced	To 65′	To be built by Ingalls
Trahan Exploration, Inc. Friede & Goldman design, 66′ x 136′ x 180′	"Mr. Bob"	To 50′	To be built by American Bridge, Orange, Texas
Delta Marine Drilling Co. Hayward-type submersible	Not announced	To 30′	Being built by Alexander Shipyard, Inc., at New Orleans
Magnolia Petroleum Co. (Drill barge on piling)	Rig 52	24′	Block 46, Main Pass Area
Zapata Off-Shore Company LeTourneau Design. 194′ x 152′ overall. Three 145-foot legs.	Unnamed	To 80′	Being built by LeTourneau at Vicksburg, Mississippi. Expected early in 1957

Reading & Bates Offshore Drilling Company	"J. W. Bates"		Being built by Levingston, to be christened August 11
Reading & Bates Offshore Drilling Company	"George M. Reading"		Being built by Levingston, expected in October
The Murmanill Corp. Converted tanker, 306′ x 48′	"Murmanill I"		Leased to Dixilyn Drilling Corp., drilling for Gulf Oil
Delta Marine Drilling Co. Converted LST, 326′ x 50′	Not announced		Being converted by Alexander Shipyard, Inc., New Orleans
Deepwater Exploration Co. Converted LST, 328′ x 50′	Not announced		To be built by Gibbs Corporation, Jacksonville, Fla.
Coastal-Marine Drilling and Construction Corp. New tender, 272′ x 56′	Not announced		To be built by New York Shipbuilding Corp., Camden, New Jersey
Southeastern Drilling Co. Converted YF	Rig 12, Barge 9		Being converted at Avondale Marine Ways, New Orleans

Drilling Tenders

OWNER	Name	Water Depth	Present Status
CATC:			
Continental Oil Co., Atlantic Refining Co., Service Production Co. New tender, 260′ x 54′	"J. C. Craig"	50′	**Tidewater Oil Co., Cities** Block 46, West Delta, Well B-2
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	72′	Block 60, Well A-1, West Delta
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"	50′	Block 45 West Delta, Well A-1
Same Companies as above New tender, 260′ x 54′	"Jack Cleverley"		Block 28 Grand Isle, Well A-1
Same Companies as above New tender, 260′ x 54′	Unnamed		To be built by Levingston Shipbuilding Co., Orange
The California Company Converted LST, 328′ x 50′	S-21	85′	East Cameron Area, Block 160, Noble Drilling Co.
The California Company Converted LST, 328′ x 50′	S-22	40′	West Delta, Louisiana. Loffland Bros. rig
The California Company Converted LST, 328′ x 50′	S-23	36′	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-24	50′	West Delta, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-25	25′	Main Pass, Louisiana, Loffland Bros. rig
The California Company LST, 328′ x 50′	S-26	38′	West Delta, Louisiana, Loffland Bros. rig
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	103′	Block 128, South Timbalier Area
Gulf Oil Corporation New tender, 272′ x 60′	"Pelican"	45′	Block 130 Ship Shoal Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-1	57′	South Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-2	60-65′	South Timbalier
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-3	50′	High Island Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-4		Drydocked at Todd
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-5	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-6	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-7	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-8	35-45′	Pelican Island
(Four LST's are being converted for Humble by Levingston at Orange)			
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Kermac I" Rig 16		Drilling for Standard of Texas at Aransas Pass
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	"Kermac II" Rig 43		Moving to unannounced location
Kerr-McGee Oil Ind., Inc New tender, 250′ x 50′	"Kermac III"		Drilling for CATC, Block 56, West Delta Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Frank Phillips" Rig 39		Drilling in Block 253, Galveston Area, for Humble
Phillips Petroleum Company Converted YF, 260′ x 48′	"K. S. Adams" Rig 40	27′	Bay Marchand, Block 4
MCN GROUP:			
Magnolia Petroleum Co. Continental Oil Co.			
Newmont Oil Co. Converted YF	MDT-1	23′	Block 89, Eugene Island Block 110 Field, Well K-1
MCN Group Converted YF	MDT-2	40′	Well C-1 Ship Shoal, Block 113 Field, Block 112
MCN Group Converted YF	MDT-3	35′	Block 93, Ship Shoal Block 113 Field, Well B-3
MCN Group Converted YF	MDT-4	54′	Block 117, Ship Shoal, Block 113 Field, Well D-1
MCN Group Converted YF	MDT-5	25′	Block 46 Vermilion Area, wildcat, Well A-1
MCN Group Converted YF	MDT-6	25′	Block 107, Ship Shoal area, Wildcat, Well B-1
MCN Group Converted YF	MDT-7	19′	Block 55, Ship Shoal area, Well A-1, wildcat
Pure Oil Company Converted LST, 328′ x 50′	"R. W. McIlvain"	40′	Block 39 Field, D-1, Vermilion Area
Zapata Off-Shore Company Converted YF, 260′ x 48′	"Nola No. 1"		Drilling for CATC, Block 193 East Cameron Area
Llano Drilling Company New tender, 260′ x 54′	"Clayton G. Dorn"	55′	Block 149, Ship Shoal, for Forest Oil Corporation
Union Oil Co. of California Converted LST, 328′ x 50′ Chartered from Stanolind	"Stanolind 50"		Block 26, Vermilion Area, Loffland Bros., contractor

Self-Contained Platforms

Company	Description	Year Built	Location	Depth of Water
CATC:	106′ x 220′	1955	Block 47 Grand Isle, La.	95′
Continental Oil Co., Atlantic Refining Co., Tidewater Oil Co., Cities Service Production Co.				
Same companies as above	110′ x 146′	1956	Block 43 Grand Isle	112′
Same companies as above	110′ x 146′	1956	Block 40 Grand Isle	82′
Same companies as above	110′ x 146′	1956	Block 59 West Delta	56′
Pure Oil Co.	106′ x 50′	1955	Block 47, Eugene Island Area, temporarily abandoned	22′
Pure Oil Company	100′ x 42′, with 80′ x 67′ 6″ pipe rack	1956	Block 32 Eugene Island Area, Well F-1. Loffland rig	10′
Pure Oil Company	110′ x 64′ with 80′ x 67′6″ pipe rack	1956	Block 2 West Cameron, Well A-1. Loffland rig.	8′
Humble Oil & Refg. Co.	110′ x 206′	1947	Block 18 Grand Isle, La.	50′
Humble Oil & Refg. Co.	78′ x 200′	1956	Block 18 Grand Isle	50′
Magnolia Petroleum Co.	52′ x 311′	1954	State Tract 10-A, S-W of Sabine Pass, Texas	34′
Magnolia Petroleum Co.	52′ x 345′	1956	State Trace 10-B, S.W. of Sabine Pass, Texas	34′
Magnolia Petrol'm Co. (Southeastern Drilling Corp., Contractor)	52′ x 182′ and 55′ x 109′		Block 128, Eugene Island Block 128 Field, Well A-2	52′
Magnolia Petroleum Co. (Work-Over, Inc.)			Block 54 Ship Shoal Area, Well B-1, wildcat	
Magnolia Petroleum Co.	54′ x 205′	1955	Block 119, Eugene Island Area, Well K-7	38′
Magnolia Petroleum Co. (Southeastern Drilling, Contractor)	54′ x 205′	1955	Block 119, Eugene Island Area, Well J-3	37′
Phillips Petroleum Co.	85′ x 140′	1955	Block 184, Eugene Island Area, company tools	84′
Phillips Petroleum Co.	88′9″ x 140′	1955	Block 129-A, Eugene Island Area, La. Loffland Bros., contractor	52′
Phillips Petroleum Co.	88′9″ x 140′	1956	Block 172, Eugene Island Area, Big Chief Drilling Company, Contractor	77′
Shell Oil Company	82′ x 197′	1955	Block 42, South Pass, La. (Loffland Bros. rig)	72′
Shell-Union	82′ x 196′	1955	Block 116, Eugene Island Area Platform A, Loffland Bros. rig	48′
Shell Oil Company	82′ x 196′	1956	Block 116, Eugene Island Area. Platform B. Offshore Company rig	50′
Stanolind Oil & Gas Co.	173′ x 85′	1956	Block 14, Vermilion Area, S.L. 861, Well A-1 Dixie Drilling Co.	16′
Stanolind Oil & Gas Co.	44′ x 128′	1956	Block 15, Vermilion Area, S.L. 862, Well A-1. Crawford Drilling Co.	16′
The California Co.	"L" Structure		Bay Marchand, Louisiana, Noble Drilling Co.	
Gulf Oil Corporation	120′ x 145′	1955	Block 154 Ship Shoal Area Salt Dome Production Co., contractor	60′
Gulf Oil Corporation	120′ x 145′		Block 889, Mustang Island Area, Texas. Brewster-Bartle, contractor	46′
Gulf Oil Corporation	120′ x 145′	1956	Block 154 Ship Shoal Area. Dixilyn Drilling Co., contractor	52′
Max Pray	85 x 195′	1955	Coon Pointe Area	12′
Max Pray	162′ x 70′ width at derrick, (120′ at pipe rack)	1955	Coon Pointe Area	12′
Mecom Petroleums	82′ x 193′	1948	Block 45, West Cameron Area, company rig	34′
The Superior Oil Co.	138′ x 326′	1955	West Cameron Block 102	48
The Superior Oil Co.	144′ x 326′	1954	West Cameron Block 101	43
Sinclair Oil & Gas Co.	152′ x 132′ (L-shape)	1955	Block 175, Eugene Island Area. Rimrock Tidelands, contractor	87′

At Morgan City **Magnolia Petroleum Company recently opened the well equipped base dispensary at right. The dispensary is part of . . .**

A program aimed at

Swift Aid for Offshoremen

Tomorrow, next week, or next month, this may happen:

Far out in the Gulf of Mexico a roughneck working for Magnolia Petroleum Company is critically injured. Almost as soon as the man is hurt a trained first aid attendant is at his side with emergency equipment, giving help and relief from pain when it is most needed.

Swiftly, a radio call goes out from the tender to Magnolia's Morgan City base, requesting a float plane and medical advice.

The plane is dispatched almost immediately, but even before it is airborne the Morgan City hospital is alerted and a doctor located. Soon he is speaking over the radio to the first aid attendant at sea.

With emergency measures taken, a crew boat shoves off from the tender, carrying the injured man to a meeting with the float plane. At the mouth of the Atchafalaya River the patient is transferred to the plane for the final 25 miles of the trip to medical care at Morgan City.

When he recovers, the roughneck may well owe his life to a unique medical program which Magnolia initiated recently for its offshore operations.

An advance . . . Previously, companies have largely relied on rushing a doctor out to the injured man. Magnolia's new system is aimed at providing superior first aid within minutes after a man is hurt, then transferring him rapidly to shore-based medical care.

To do this, Magnolia established a modern dispensary at its Morgan City base, supplied its offshore facilities with well equipped medical chests, and arranged for extensive training for selected offshore personnel.

Dr. Robert J. Potts, medical director for the company, points out that the first aid chests will have equipment for burns, hemorrhage, shock, and fractures. They will also contain oxygen for heart attacks, a full range of pharmaceuticals, and medicines for serious illness.

Registered Nurse Hugh Walsh will be in full time attendance at the dispensary at Magnolia's Morgan City base. He will also train offshore crewmen in first aid treatment. A 16-week course in emergency medical procedures is scheduled for selected personnel.

Morgan City doctors cooperated with Magnolia in planning the program. The company is considering construction of a heliport at a central location in its offshore fields so that helicopters can be used to supplement the boat-plane transportation system.

Magnolia is proud of its new program—it gave a barbecue for 800 people to celebrate the beginning of the program—and well it might be. Prospects for men hurt far from medical care are much brighter as the result of the company's carefully thought out system for providing immediate care for offshore crewmen.

Catastrophe kit which Magnolia is supplying all its major offshore facilities and larger boats. Selected offshore personnel will receive a 16-week training course in the use of first aid equipment in emergencies.

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(500 to 700 hp)

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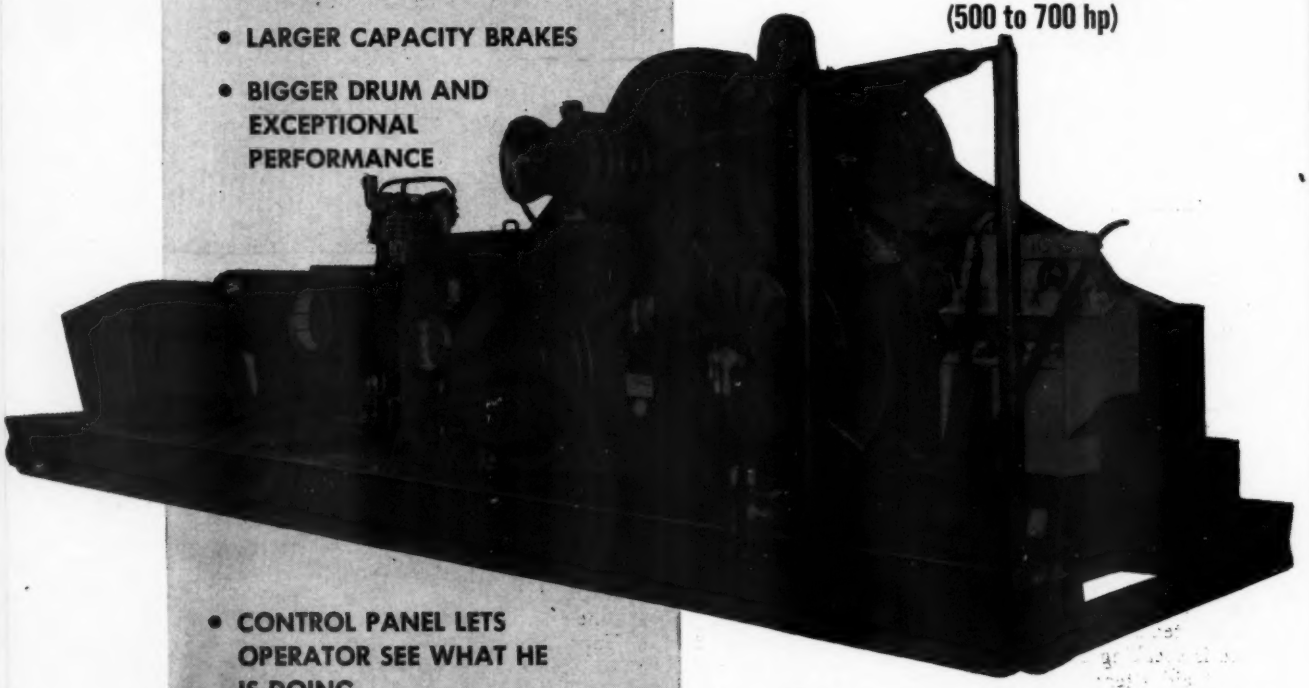

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All gauges, operating valves and push-button controls are mounted in a separate console to assure the driller full view of the floor and derrick operations.

A trouble-free pressure oil system completely lubricates the rig from pump countershaft to drumshaft. Larger capacity brakes, exclusively designed by Emsco, provide smooth dependable braking action. Bigger drum is 22″ spool diameter by 45″ long. There are many other advantages. Call a Continental salesman today for bulletin and complete information.

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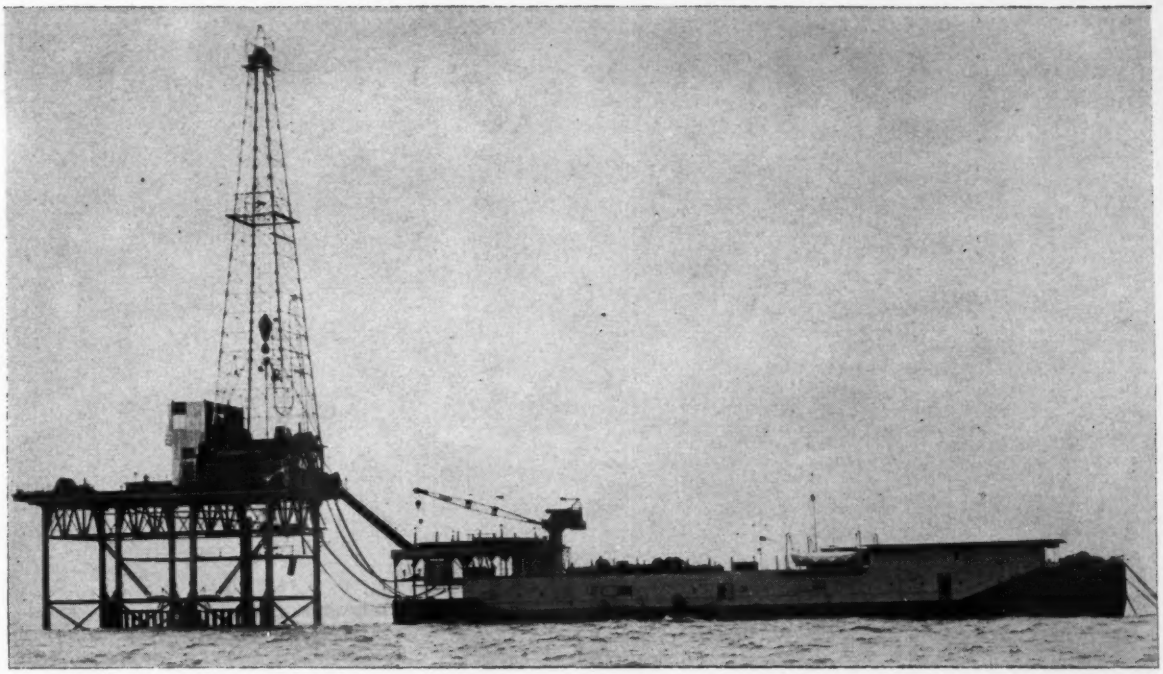


KERMAC III and RIG 48 on location in Block 56 of the West Delta Area. Six wells can be drilled from the 52′ x 106′ CATC platform. This illustrates the compactness of the platform drilling equipment and the size platform that could be used if the operator desires.

Kerr-McGee is operating

The First Diesel-Electric Tender

A new vessel operated by a veteran offshore contractor uses a power system developed for railroad locomotives

In the midst of teeming activity off Plaquemines Parish, La., Kerr-McGee Oil Industries, Inc., is now operating the offshore industry's first completely diesel-electric drilling tender. First job for the vessel, **Kermac Drill Tender III,** was in Block 56 of the West Delta Area, drilling for the CATC group.

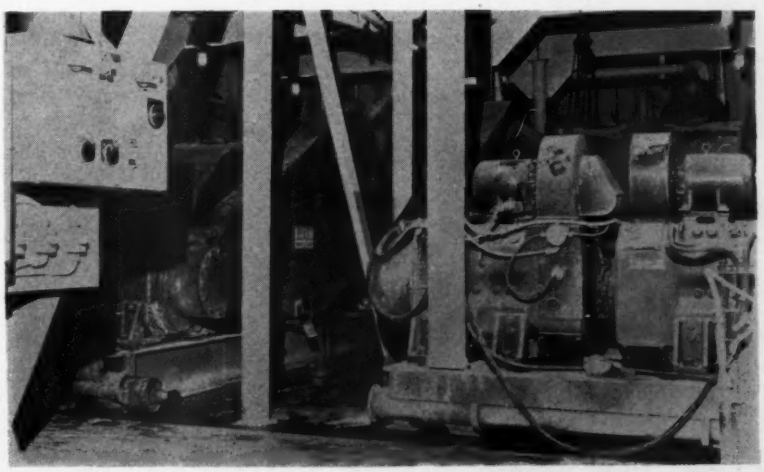
By using diesel-electric power, the tender can be operated with a minimum type platform and provides savings on initial platform costs. Two units of the main power sources —generators driven by diesels—are off the platform and remotely located on the tender. The diesel-electric power system saves space on both tender and platform.

Cost savings would vary from shallow to deep water platforms, and would be as great as $100,000 on present day prices for structures in 70-foot water depths. (See Graph 1)

After a two-hour boat ride from Venice, this writer boarded Kerr-McGee's gleaming new vessel on a Sunday afternoon. The trip was held up for hours while waiting for a Gulf squall to disperse—too wet to fly—and two boats aground. From the 'copter deck of the tender, sixteen deep-water drilling installations could be seen in the distance.

The tender, designed by Kerr-McGee engineers and built by Equitable Equipment Company, Inc., of New

(continued on page 53)



One of the two Emsco D-1000 mud pumps on KERMAC III. Two Electro-Motive Division 625-hp D-39-M electric motors power each of the mud pumps.

DECK PLANS
KERMAC DRILL TENDER III, RIG 48

(continued from page 51)

Orleans, is a part of the company's **Rig 48** offshore drilling unit. Tender and rig are fully diesel-electric powered. The main power system was supplied by General Motors Corporation's Electro-Motive Division, of LaGrange, Illinois.

For the CATC well **Rig 48** was installed on a 52' x 106' platform which was already available, but the rig is designed for a platform as small as 60 x 60'. Packaged for the smaller platform, the rig set-up would minimize the number of lifts required, providing further savings.

Kerr-McGee's newest tender is 250 feet long with a 50-foot beam and a moulded depth of 15 feet 8 inches.

It is a lineal descendant of Kerr-McGee's first tender, **Frank Phillips,** which was the first drilling tender used in the Gulf of Mexico and has the further distinction of having drilled the 1947 Louisiana offshore discovery which sparked the tidelands rush.

This first tender was a converted YF, and although both **Kermac II** and **Kermac III** are new from keel to 'copter deck, they are built generally along the same hull lines as their distinguished forebear. They differ from converted YF's in being shorter and having broader beams, which provides greater seaworthiness and stability.

In the past several years Kerr-McGee has found it desirable to build a new tender from the keel up in preference to converting a war surplus vessel.

Supervisory personnel currently in immediate charge of the rig and tender are W. D. Pruitt, senior tool pusher for Kerr-McGee; Harold Freeman, tool pusher for Kerr-McGee; E. D. Pitts, mechanical engineer and farm boss for Continental Oil Company; and John M. Burgess, shore base expeditor for Kerr-McGee at Venice.

For mooring . . . The tender is held in place on location by four lines aft and three lines forward. Anchoring is controlled by chain winches, with lines attached to "dead man" anchor piles driven into the sea bed. Between each "dead man" and the tender is 180 feet of 2 1/16-inch anchor chain, 600 feet of 2-inch cable, and 600 feet of 2 1/16-inch anchor chain—for a total of 1,380 feet of anchor line. Four 6000-lb. Danforth anchors and allied fairleads and chain stoppers are incorporated in the anchoring gear.

Looking aft on Kerr-McGee's new diesel-electric powered drilling tender.

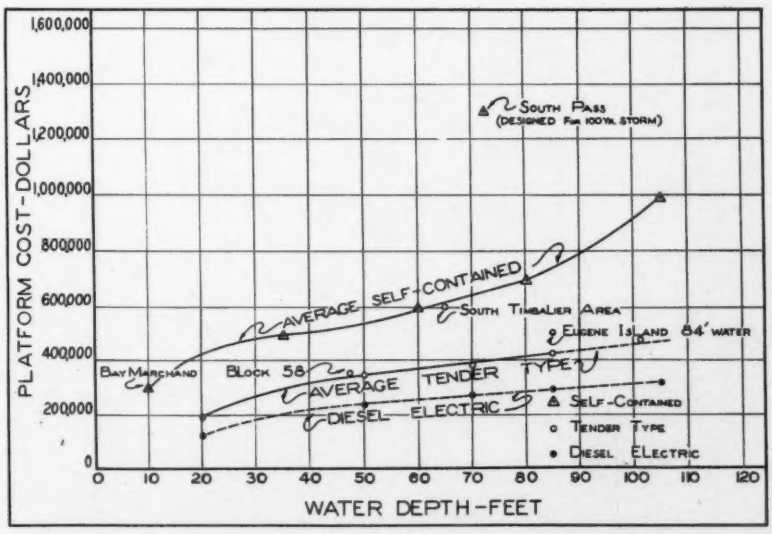
For the crew . . . Living quarters are on two decks. There are bunk facilities for 44 men, with a maximum of only four men to each room. The lower deck of the quarters contains galley, dining room, showers, and sleeping space. The upper deck contains additional sleeping quarters, recreation room, tool pushers' office and quarters, and room for company engineers and geologists. Air conditioning is supplied by two Westinghouse 7½-ton units.

On deck . . . The top deck has a heliport above the living quarters; a skid-mounted Schlumberger unit; a Link-Belt T-108 Whirley Crane; and two pipe racks—one between quarters and crane and the other between the platform end of the tender and the crane.

An FM two-way radio and a marine telephone located in the two offices of the quarters make up the communication equipment.

The middle deck from living quarters to platform end contains a bulk mud storage bin for 3,500 sacks, with ample space for an additional 3,500

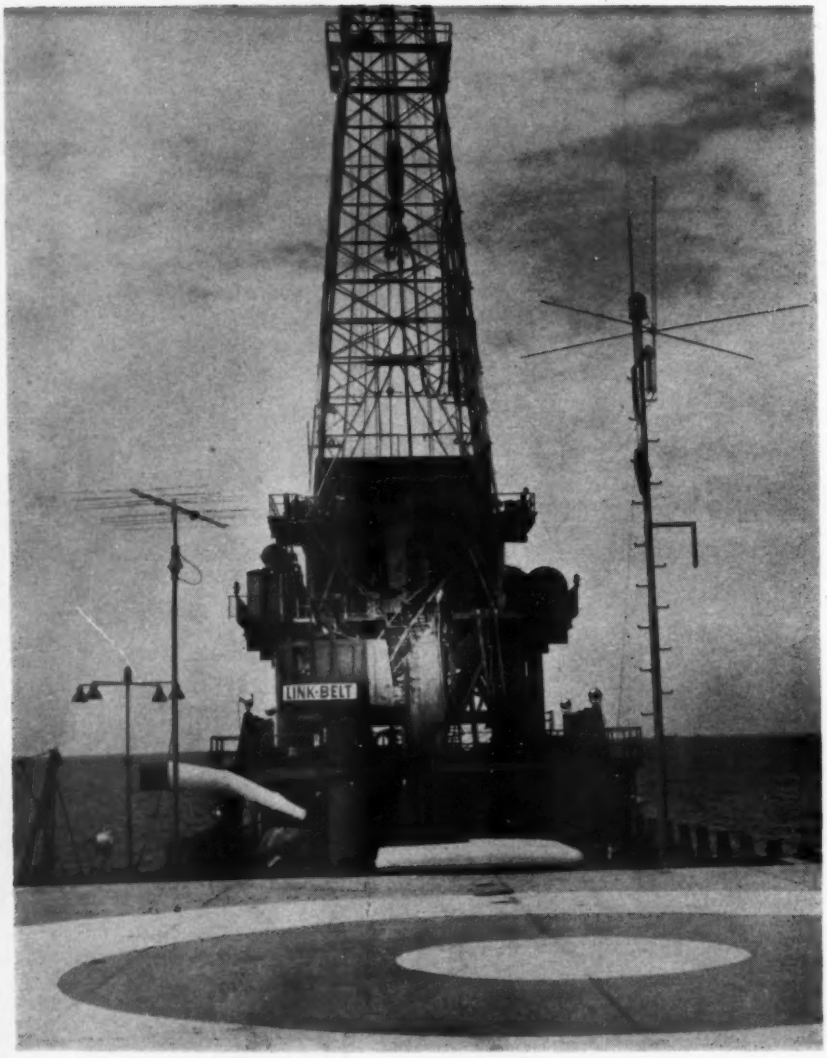
(continued on page 61)



GRAPH 1, comparing cost of platforms for use with KERMAC DRILL TENDER III with expenditures for other types of fixed structures. Prepared from generally disclosed information.

A description of

Rig 48



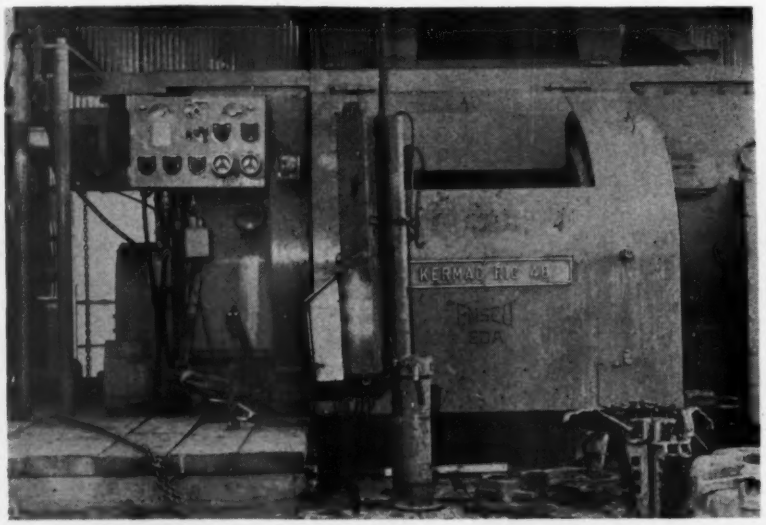
RIG 48 as seen from the 'copter deck of Kerr-McGee's new drilling tender.

The use of diesel-electric power —plus careful advance planning —simplifies skidding operations for Kerr-McGee's **Rig 48**. Drilling equipment can be moved from location to location on the same platform without disturbing mud tanks, mud pump, auxiliary AC generator, or the DC distribution unit.

Fast and rugged, **Rig 48** is capable of drilling below 15,000 feet.

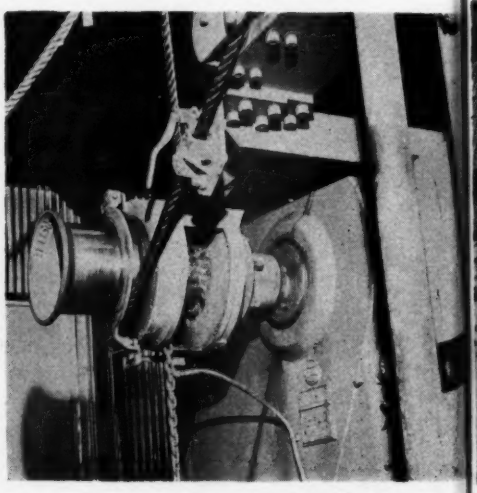
The one-well Parkersburg derrick —on a Lee C. Moore high truss substructure measuring 30′ x 30′ x 15′5″—has a 1.4 million-lb. corner capacity, 500,000-lb. casing capacity, and 250,000-lb. setback capacity.

As modified for the six-well platform belonging to the CATC group, **Rig 48** has a fully packaged two-deck power and drawworks unit. One power unit of the diesel-electric

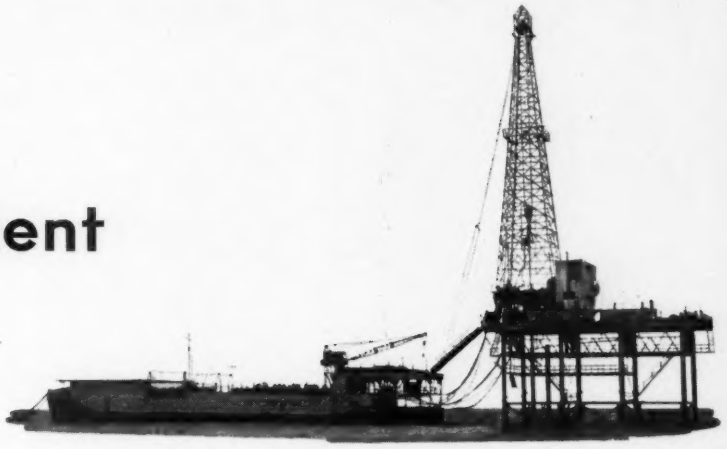


Emsco Model EDA double-drum drawworks from Continental Supply Company. Drawworks has 60-inch hydromatic brake, Foster catheads, LeBus grooving for 1⅜-inch drilling line. At left is driller's control panel.

Foster Air Master Breakout and Spinning catheads are used by RIG 48.



Platform Equipment



Special Rig 48 Articles
By ARTHUR I. COYLE
Technical Editor

power system is located on the first deck of the unit.

The power unit—like two others located in the tender—consists of an eight-cylinder 875-hp Model 567-C diesel engine, driving two 500 kw D-39-G direct current generators. All diesel-electric equipment is by the Electro-Motive Division of General Motors Corporation.

For auxiliary alternating current power, the rig uses a Caterpillar D-318 diesel engine driving a 60-kw AC generator housed in one unit on the right side of the platform. The power and cable distribution unit for direct current is located in the same housing. Neither distribution unit nor AC generator equipment has to be moved when the rig is skidded.

Mud system . . . Two mud tanks—one for 150 barrels, one for 200 barrels—are placed end to end on the left side of the platform, where they can remain stationary when the rig is skidded. The Ideal Model C-350 mud pump is powered by one Electro-Motive Division 625-hp Model D-39-M electric motor, and is located at the rear of the platform, where it is out of the way when the rig is skidded backwards.

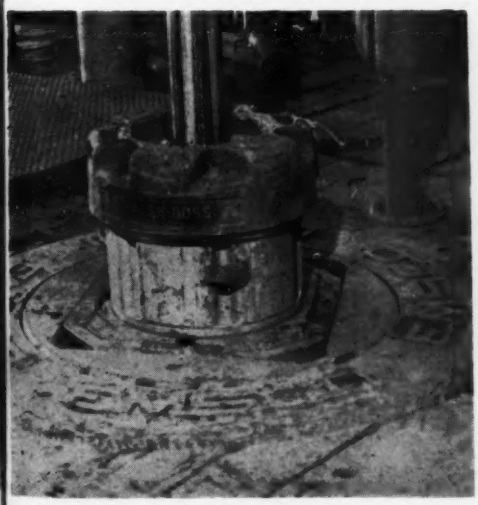
Drawworks . . . Rig 48 has an Emsco EDA-4-60 drawworks, driv-

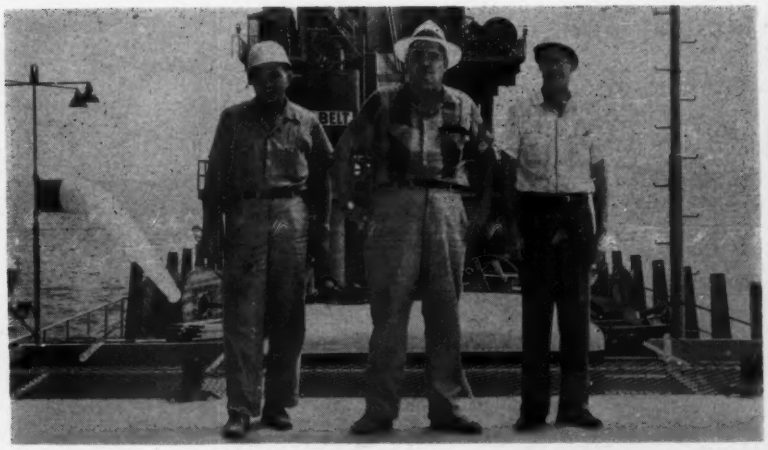
(continued on next page)

At left is Sam King, manager of industrial relations for Kerr-McGee in Oklahoma City. At right is Bob Higginbotham, personnel and safety director for Kerr-McGee's Gulf Coast Division.

Dale Miller, left, and Hank Germon, engineers for Electro-Motive Division, General Motors Corporation.

Emsco Model PJ 27½-inch rotary and Baash-Ross kelly bushing.





Left to right are W. D. Pruitt, senior toolpusher for Kerr-McGee; Paul Roach, drilling superintendent for Kerr-McGee; and E. D. Pitts, mechanical engineer and farm boss for Continental Oil Company.

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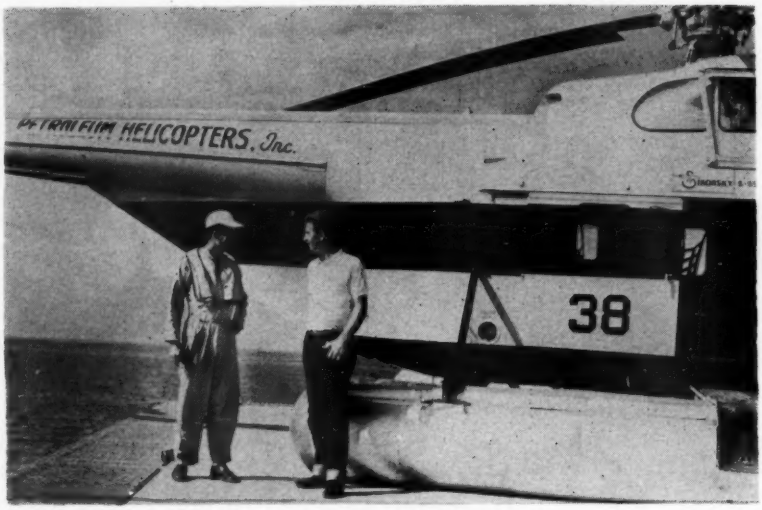


Owen Guidry, left, pilot for Petroleum Helicopters, Inc., talking to Ross Cummins, director of public relations for Kerr-McGee.

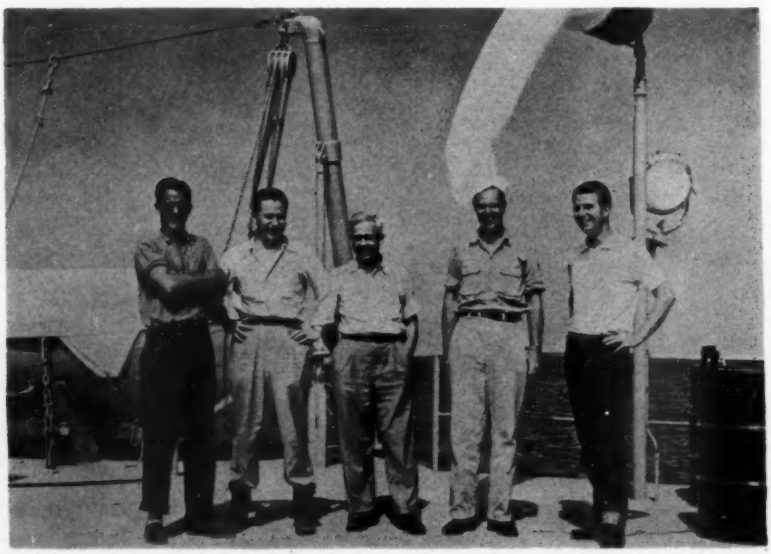
RIG 48 . . .

(continued from preceding page)

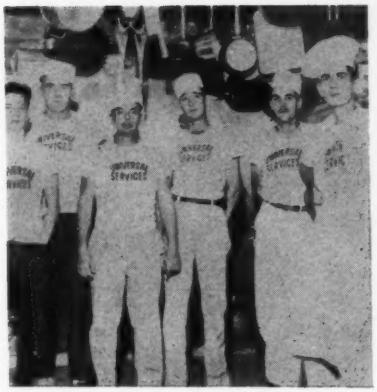
en by two 625-hp Model D-39-M electric motors. The drawworks features Foster Air Master Breakout and Spinning catheads; 60-inch type "RC" single hydromatic brake with extended shaft mounting; hydromatic brake cutout coupling and cradle assembly; an Ideal Type A overrunning hydromatic brake clutch; surge tank with fluid level control; Byron-Jackson catline grip; and LeBus grooving for 1⅜-inch drilling line.

The sand reel assembly has a drum capacity for 16,000 feet of 9/16-inch line and is chain driven from the drawworks cat shaft. Location of the sand reel is above the drawworks drive motors. The chain drive has a spline-type lever-operated clutch on the jackshalt and is equipped with air brake controls located at the driller's position.

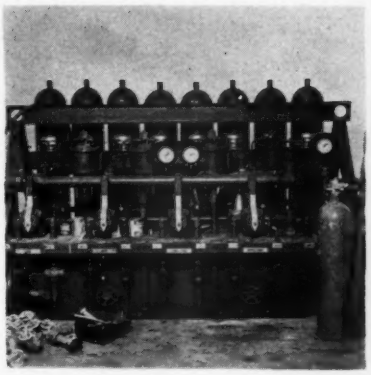
Rotary, blowout preventers . . . **Rig 48's** independent rotary drive consists of an Emsco PJ 27½-inch rotary, driven by one EMD Model D-39-M electric motor. The rotary has a 425-ton static load capacity and 275-ton rotating load capacity. Included on the rotary drive skid



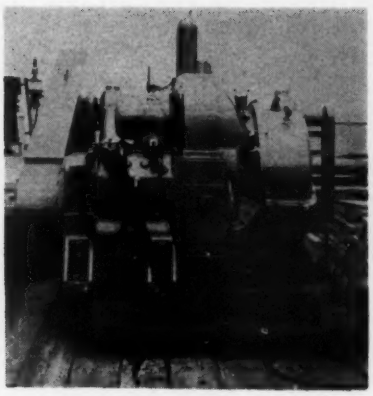
Shown on KERMAC III, left to right, are A. W. Cowles, vice president, Marsteller, Rickard, Gebhardt and Reed, Inc., Advertising; W. L. Burkhart, with Burson-Marsteller Associates; H. D. Dana, assistant director of tests and inspection for Electro-Motive Division; Robert D. Innes, assistant director of public relations and advertising manager, Electro-Motive Division; and Ross Cummings, director of public relations for Kerr-McGee Oil Industries, Inc.



Catering personnel for Universal Services of Texas. The Morgan City, La., firm furnishes contract feeding and housekeeping on KERMAC III.



Koomey BOP accumulator unit on RIG 48, supplied by Stewart & Stevenson Distributing Co. of Houston.



The Ideal C-350 mud pump is located at rear of platform, where it does not interfere with skidding operations.

are double chain coupling with guard, and inertia brake. The kelly bushings are by Baash-Ross.

For blowout prevention, Rig 48 uses a Hydril-Cameron QRC set-up, with a Koomey BOP accumulator unit supplied by Stewart & Stevenson Distributing Company.

Other equipment on Kerr-McGee's new rig includes a Martin-Decker weight indicator, pipe tongs by Byron-Jackson, and a dual shale shaker by Thompson Tool Company.

The string-up group contains an Emsco 400-ton type L-400 swivel; a Byron-Jackson 450-ton capacity model 5450 hook; an Ideco 450-ton "Big Shorty" traveling block, and an Emsco crown block.

Ideco "Big Shorty" traveling block.

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The Kermac 48 equipped with FOSTER CATHEADS

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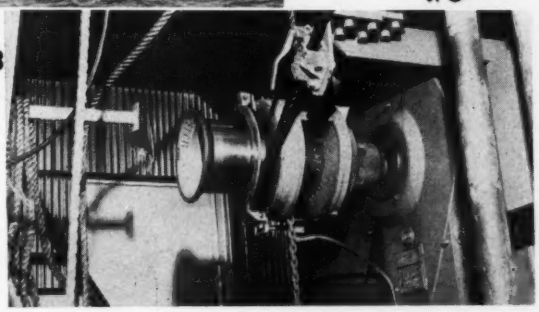

We are proud that Kerr-McGee selected Foster Air Master Breakout and Air Spinning Catheads for this famous rig. Kerr-McGee has equipped the new Kermac 48 Rig with the newest and best equipment. This includes the industry's first diesel-electric drilling tender—and Foster Catheads.

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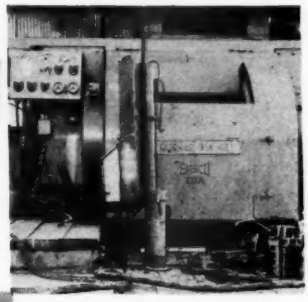
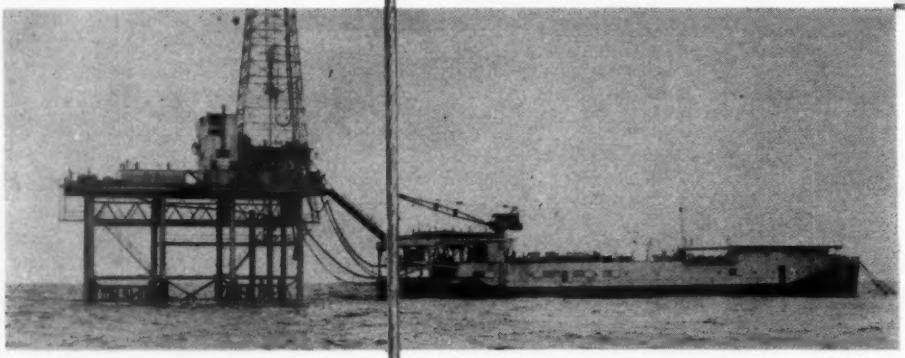


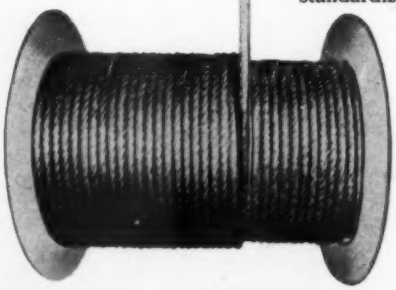
LeBus Counterbalanced Grooving used on Emsco EDA Drawworks, equipped with 34" x 51 5/8" drum and 1⅜" wire line.



The Kermac Rig 48 and Kermac Drilling Tender III.

To reduce wire line wear to the very minimum and increase the speed and efficiency of the drawworks, at least 95% or more operators, these days, are demanding LEBUS COUNTER-BALANCED SPOOLING. Among the more than 2500 rigs equipped with LeBus Grooving is the Kermac Rig 48 now on offshore location in the West Delta area. So important has LeBus Grooving become that rig owners as well as manufacturers of hoisting equipment are standardizing on this revolutionary method of spooling wire line.

Be sure your drilling hoists are modern. Insist that they have LEBUS COUNTER-BALANCED SPOOLING on the drums.



Get all the facts — contact a LeBus representative or LeBus direct — NOW.

Patent Nos.: Counterbalanced Spooling, Nos. 2,734,695; 2,732,150. Controlled Parallel and Helical Spooling, Nos. 2,708,080; 2,620,996. Appli. of grooving, Nos. 2,599,926; 2,204,938. Removable End Fillers, No. 2,216,819. Other patents pending.

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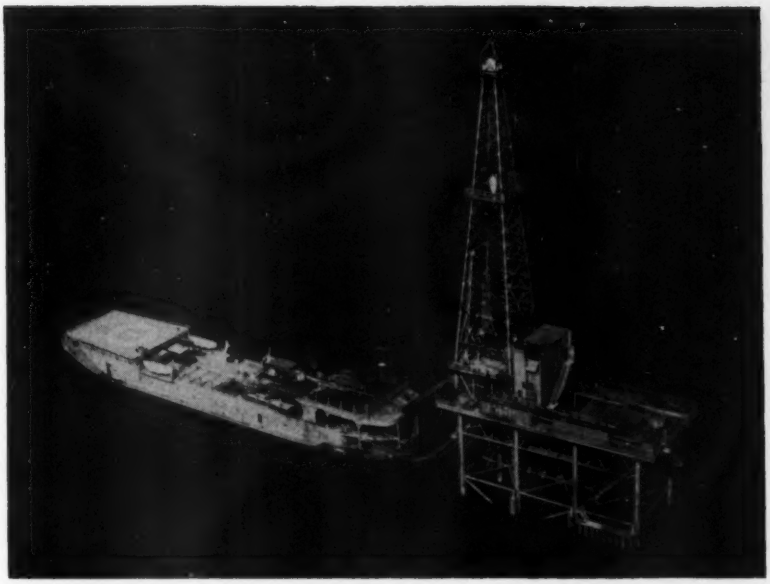
Kermac Rig 48, shown on a CATC location at right, is the offshore industry's first tender-platform unit to have a complete . . .



Diesel-Electric Power System

Virtually the same type of power system that operates most of the nation's locomotives will keep Kerr-McGee's new **Rig 48** drilling ahead. Diesel-electric units, manufactured by the Electro-Motive Division of General Motors Corporation, have been installed on both tender and platform, making the first completely diesel-electric system to be used for tender-platform drilling.

Use of diesel-electric power eliminates the need for carefully aligned mechanical connections between power units and actual operating machinery. Only power lines are needed to connect direct current generators —driven by diesel engines—with electric motors powering the drilling rig.

Kermac Drill Tender III uses three power producing units—one on the platform, two installed on the tender. Two units can supply sufficient power to operate the rig. Present plans are to operate the units alternately, with one power unit shut down every third day, unless all three unrequired.

The platform power unit also serves as a standby unit, providing power in the event connections must be broken between tender and platform.

Power sources . . . Each power producing unit has as its prime mover an Electro-Motive 8-cylinder Model 567-C diesel engine, developing 875 hp. The diesel drives two 500-kw Model D-39-G direct current generators, and their exciters.

The three power units operating **Rig 48** are of two types, but they differ only in cooling systems. On the platform is a Model SR-8A unit, which has a radiator and is air cooled. Two Model SR-8W units, which are keel cooled, are located on the tender.

Fuel consumption for each diesel engine is two gallons per hour while idling, ranging up to 50 gallons per hour under full load.

The Model D-39-M motors and D-39-G generators are identical except for field coil windings—thus simplifying maintenance problems. Motors are mounted integrally with the machinery they operate, and generators are unitized with the diesel engine prime movers.

Each electric motor is rated 625 hp at 1,000 rpm, and has a maximum

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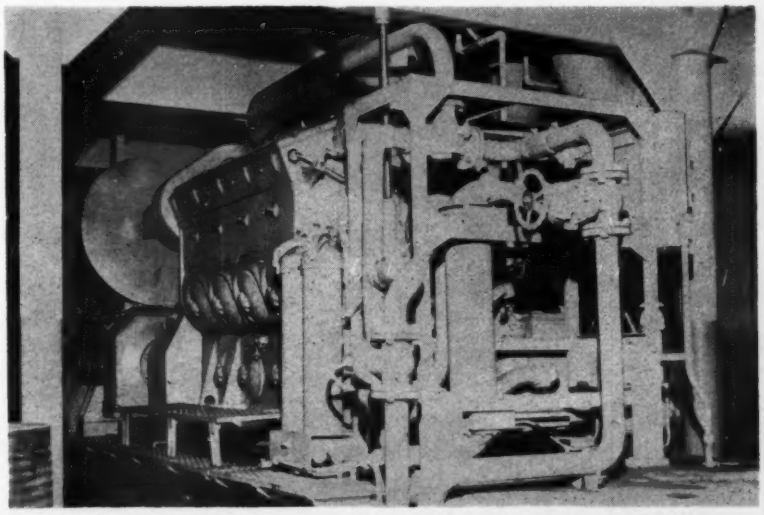
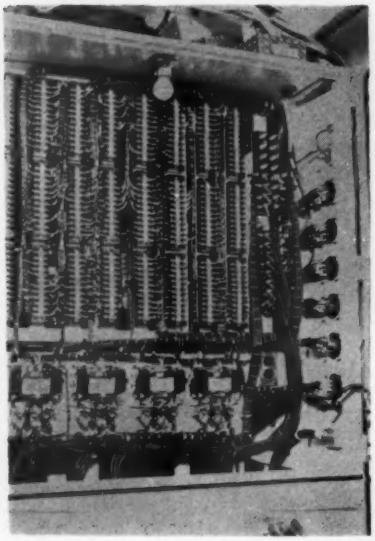
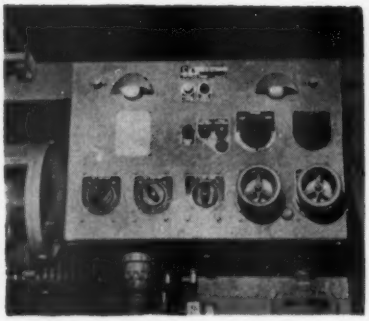


One of two Electro-Motive Model SR-8W power units located on KERMAC DRILL TENDER III. A Model SR-8A, similar except for being air-cooled, is located on the first deck of the power and drawworks unit.

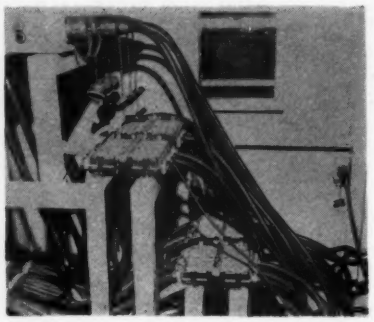
RIG 48 can be used with a small 60' x 60' drilling platform . . .



Motor control cabinet on the platform.

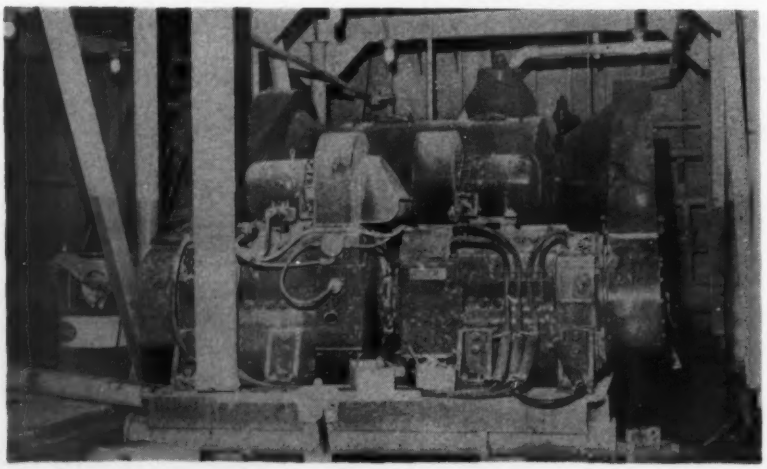


Driller's control cabinet, located on the drawworks. All power units can be completely shut down by simply pushing a red button on the panel.



Conductor cables in the electric terminal room on the tender. Top cables have 37 conductors each. Lower cables are single conductors.

Power cables from terminal room on KERMAC DRILL TENDER III, at point of entry to control room on the drilling platform.



At right above are two EMD 625 hp D-39-M electric motors, hooked up to one of two Emsco D-1000 mud pumps on the tender. At left is the pump room power control cabinet.

(continued from preceding page)

speed of 2,280 rpm. The Model D-39-M motor is a heavy-duty, series-connected, four-pole machine, with interpoles. Silicone rubber is used as an outside cover, providing an excellent moisture seal as well as efficient heat transfer. Each motor is air-cooled with a 7½ hp alternating current electric motor.

Controls . . . Drawworks and rotary table controls at the driller's station operate much like the controls used on a steam rig. An increase or decrease in power is accomplished by a rotary motion of the control handle. There are low, medium and high-speed positions.

Reversing is accomplished by turning the control handle to OFF position, then reversing the direction of the handle. The rotary table may be rotated for breakout simply by pushing the spin-out button on the control board. Should it become necessary for the rig to be completely shut down the driller has only to push a red button on the control panel.

Each generator has its own control panel, and panels are identical. Equipment used for switching the generator sets is incorporated in a central control cabinet. Control wiring is connected to the central control cabinet by multi-point plugs. The power leads are joined with quick-disconnect type connectors. All of the generator sets are connected to the central control cabinet, which in turn is connected to the driller's control station.

Connections . . . There are three types of cable connections:

1) The jumpers for generator power cables leading to the central control cabinet consist of 775/24 cables with quick-disconnect type connectors on both ends.

2) The jumpers for power cable connections from motor control cabinet to the motors consist of 775/24 cables with a quick-disconnect connector on one end and a clasp type connector on the motor end.

3) The jumper cable for sprocket slip cable consists of a 91/24 cable with a quick-disconnect connector at one end and a "T" connector at the other end.

The quick-disconnect connectors are moisture-proofed when plugged in by a sliding rubber cover over the connection.

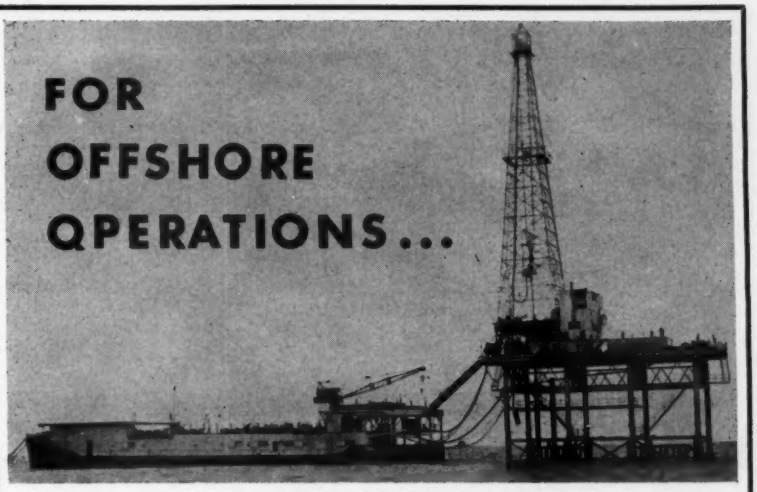
Diesel-Electric Tender . . .

(continued from page 53)

sacks of material; access to the three 400-barrel circulating mud tanks which are stirred with electric mixers; two Model BC-70 Universal circulating blowers for cooling the mud mixing area; and the main power room, located on the platform end and separated by a bulkhead from the mud tank area.

In the power room are two General Motors EMD SR 8W power units with necessary control panels; and two Caterpillar model D-397 series D diesel engines which pull two 300 kw Columbia Electric Supply generators. A Yale fork lift is present for material handling.

The third deck has storage tanks for some 13,000 barrels of drilling water and 24,000 gallons of diesel fuel; one Halliburton double T-10 AC cementing unit; two Emsco 8¼-inch by 18-inch D-1000 mud pumps —each powered by two EMD 625 hp model D-39 electric motors; one three-inch Barnes bilge pump; two 2-inch Carver fresh water pumps; and an EMD pump room power distribution unit.



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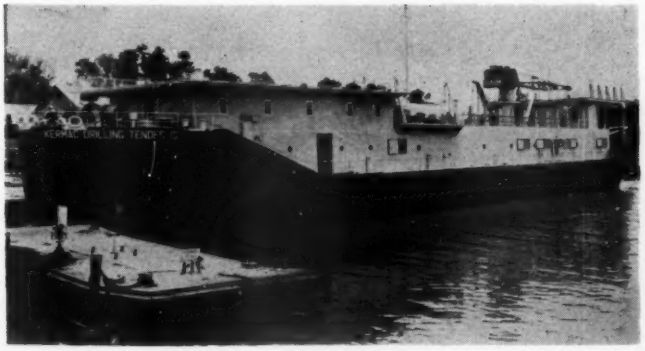

The Modern 250' Drill Tender Kermac III shown alongside the docks at Equitable's Shipyard.

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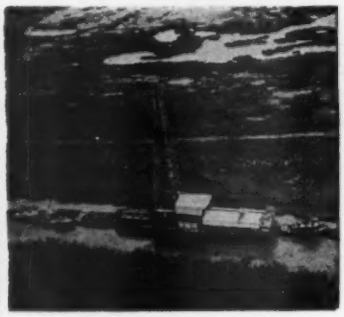

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World-Wide Marine Rig Round-Up . . .

(continued from page 46)

OWNER	Rig No.	Type	Drlg. Depth (max.)	Location	Drilling for (7/1/56)
Brown Marine Drilling Co.				Belmont Offshore Area	
Crawford Drlg. Co.	1	Self-con.	9,000′	Block 15, Vermilion Area	Stanolind
Creole Pet. Corp.	Operates 16 rigs on platform with tender in Lake Maracaibo, Venezuela for self				
Deep Water Exploration Co.	1	Tender	16,000′	Morgan City	Anderson-Prichard
Delta Gif Drlg. Co.		Tender		UNDER CONSTRUCTION	
Dixie Drlg. Co.	1	Self-con.	16,000′	Block 14, Vermilion Area	Stanolind
	2	Self-con.	16,000′	Block 25, Coon Pointe Area	Mecom
Dixilyn Drlg. Co.	6	Tender	16,000′	Bay Marchand Area	Gulf
	7	Self-con.	16,000′	Ship Shoal Area	Gulf
Humble Oil	36	Tender	14,000′	Block 18, Grand Isle Area	Humble
	46	Tender	14,000′	Block 30, West Delta Area	Humble
	47	Portable Barge	5,000′	Block 30, West Delta Area	Humble
	49	Tender	14,000′	Block 18, Grand Isle Area	Humble
Kerr-McGee	16	Tender	15,000′	St. Tract 945, Mustang Is.	So. Tex
	43	Tender	15,000′		
	39	Tender	16,000′	Block 253, Galveston Area	Humble
	48	Tender	18,000′	Block 56, West Delta Area	CATC
Loffland Bros.		Tender		West Delta Area	Calif. Co.
		Tender		Main Pass Area	Calif. Co.
		Tender		West Delta Area	Calif. Co.
		Self-con.		Block 32, Eugene Island	Pure
		Self-con.		Block 129-A, Eugene Island	Phillips
		Self-con.		Block 42, South Pass Area	Shell
		Self-con.		Block 116, Eugene Island	Shell-Union
Magnolia Pet.	60	Self-con.	16,000′	Block 10(L), High Island	Magnolia
MCN Magnolia, Conoco Newmont	34	Tender	16,000′	Block 100, Eugene Island	Self
	39	Tender	16,000′	Block 112, Ship Shoal	Self
	47	Tender	16,000′	Block 93, Ship Shoal	Self
	48	Tender	16,000′	Block 117, Ship Shoal	Self
	44	Tender	16,000′	Block 46, Vermilion Area	Self
	45	Tender	16,000′	Block 107, Ship Shoal	Self
	57	Tender	16,000′	Block 55, Ship Shoal	Self
	59	Self-con.	9,000′	Block 126, Eugene Island	Self
	23	Self-con.	16,000′	Block 126, Eugene Island	Self
	25	Self-con.	16,000′	Block 128, Eugene Island	Self
John W. Mecom	10	Self-con.	13,000′	Block 56, W. Cameron Area	Mecom Pet.
Nicklos Drlg.	13	Tender	15,000′	Block 30, West Delta Area	CATC
	17	Tender	16,000′	Block 45, West Delta Area	CATC
	19	Self-con.	16,000′	Block 43, Grand Isle	CATC
Noble Drlg. Co.		Tender		Bay Marchand Area	Calif. Co.
		Tender		Main Pass Area	Calif. Co.
		Tender		West Delta Area	Calif. Co.
		Self-con.		Bay Marchand Area	Calif. Co.
The Offshore Co.	7	Self-con.	20,000′	Eugene Island Area	Shell
	21	Self-con.	20,000′	Block 102, Vermilion Area	Superior
	24	Self-con.	20,000′	UNDER CONSTRUCTION	Superior
Penrod Drlg. Co.	10	Tender	20,000′	Timbalier Bay	Gulf Refining
Phillips Pet.	40	Tender	15,000′	Bay Marchand Area	Phillips
	45	Self-con.	15,000′	Eugene Island Area	Phillips
Reading & Bates Drlg. Co.	1	Tender	15,000′	UNDER CONSTRUCTION	CATC
	2	Tender	15,000′	UNDER CONSTRUCTION	CATC
Rimrock Tidelands, Inc.		Self-con.	15,000′	Block 175, Eugene Island	Sinclair
		Self-con.	20,000′	Block 86, South Timbalier	Sinclair
Rowan Drlg.	8	Self-con.	16,000′		
	19	Mobile Platform	16,000′		
	17	Tender	16,000′		
	11	Self-con.	18,000′	UNDER CONSTRUCTION	
Salt Dome	12	Self-con.	14,000′	Block 154, Ship Shoal Area	Gulf
	10	Tender	16,000′	Block 130, Ship Shoal Area	Gulf
Shell Oil Co.	GP 1	Tender	8,000′	Lake Maracaibo	Cia Shell de Venezuela
	GP 2	Tender	15,000′	Lake Maracaibo	"
	GP 3	Tender	12,000′	Lake Maracaibo	"
	GP 4	Tender	12,000′	Lake Maracaibo	"
	GP 5	Tender	8,000′	Lake Maracaibo	"
	GP 6	Tender	8,000′	Lake Maracaibo	"
	GP 7	Tender	12,000′	Lake Maracaibo	"
Shoreline Drlg.	7	Tender	20,000′	Block 59, West Delta	Continental
Sinclair	1	Self-con.	15,000′	Block 175, Eugene Island	Sinclair
	3	Self-con.	20,000′	Block 86, South Timbalier	Sinclair
Southeastern	23	Self-con.	15,000′	Block 119, Eugene Island	Magnolia Pet.
	25	Self-con.	15,000′	Block 128, Eugene Island	Magnolia Pet.
Superior Oil	20	Self-con.	15,000′	Block 101, West Cameron	Superior
	27	Self-con.	15,000′	Block 71, West Cameron	Superior
Trinidad Northern Areas		Self-con.	7,500′	Soldado Platform No. 1, Trinidad, B.W.I.	Self
Work-Over	350	Tender	7,000′	Block 54, Ship Shoal	Magnolia Pet.
Zapata	1	Tender	16,000′	Block 193, West Cameron	CATC

News from the SHIPYARDS

Four For Humble

Ex-LSTs Will Use Propulsion Units as D-E Power Source

Humble Oil & Refining Company has four LSTs being converted into drilling tenders at the Levingston Shipbuilding Company shipyard at Orange, Texas. One tender is scheduled for delivery in August, one in September, and two in October.

The vessels will have the first reinforced concrete helicopter decks ever installed on drilling tenders. The heliports, to be located at the sterns of the vessels, are designed for handling larger helicopters than are now in use offshore.

Each vessel will be equipped with two 1,000-hp mud pumps with diesel-electric drive. The ships' propellers are being removed so the main propulsion engines can be converted to drive 500-kw generators to supply electric power.

A 40-ton revolver crane will be mounted at the forward end of the main deck on each ship. Chain lockers and windlasses are being installed on each tender, to handle eight two-inch mooring chains.

Pipe rack space is to be located on both main deck and third deck, with facilities for handling sacked mud and cement on pallets provided on the third deck.

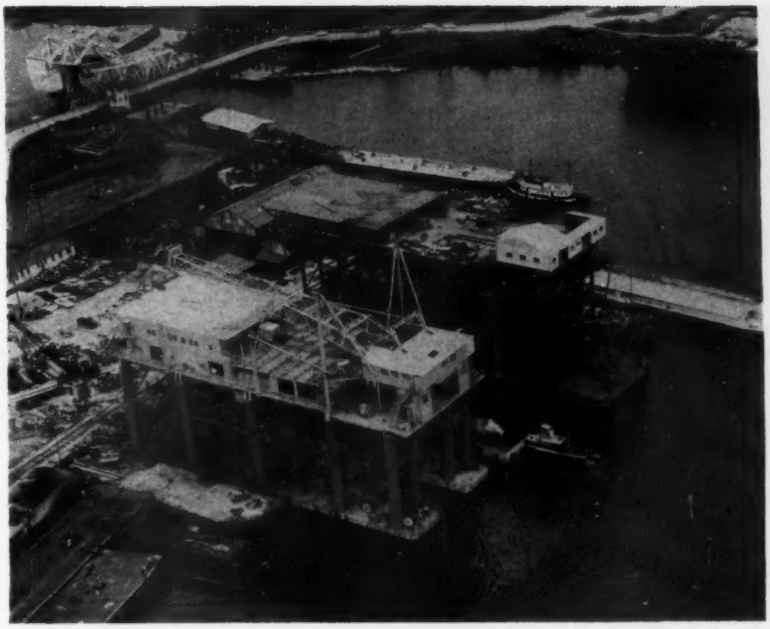
Air-conditioned living quarters for 59 men will be included, along with cafeteria facilities.

RIG 12 Keel Laid

Construction Is Underway On Glasscock Mobile Unit

The keel has been laid for C. G. Glasscock Drilling Company's mobile unit for 125 feet of water, and completion is expected early in 1957. The unit, which will cost the Corpus Christi drilling contractor $6.75 million complete with attendant boats, is being built by Bethlehem Shipyard in Beaumont.

Designated **Rig 12** but otherwise unnamed, the unit is an abrupt modification of **Mr. Gus,** the firm's first mobile unit. The new unit will incorporate design improvements resulting from experience offshore.



American Marine Corporation's Yard No. 2, showing two deep water mobile units designed and constructed by the company, which was reorganized from Alexander Shipyard, Inc., of New Orleans.

Shipyard Is Reorganized

Alexander Shipyard, Inc., becomes American Marine Corporation, gets expansion program

An expansion program to meet the increasing shipbuilding and marine servicing needs for the Gulf Coast region is planned by American Marine Corporation, recently organized from the firm of Alexander Shipyard, Inc., of New Orleans.

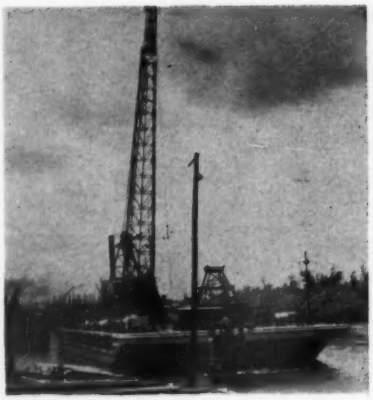
Reorganization of Alexander Shipyard was undertaken through the investment banking firm of Reinholdt and Gardner of St. Louis, Missouri, with the Alexander family relinguishing its interests following the death of Lester F. Alexander, founder of Alexander Shipyard. Mr. Alexander was a long-time proponent of the Tidewater Canal, which is quite frequently referred to as the Alexander Seaway.

President of the American Marine Corporation is Leslie B. Durant, formerly vice president and general manager of Alexander Shipyard. H.E. Breit Jr., for many years chief engineer for the shipyard, is vice president of the reorganized company. Joining the staff as assistant vice president is W. H. Michel, formerly in charge of research and development with Gibbs and Cox, Inc., naval architects from New York City.

Alexander Shipyard was a pioneer in offshore construction, having designed and built **Mr. Charlie,** first mobile unit to operate in unprotected deep waters in the Gulf of Mexico. The company has built other mobile units, as well as over 75 inshore drilling barges since 1945.

The expansion program of American Marine is in full progress. Recent additions include a gas-freeing plant, a 1,500-ton floating drydock, a 50-ton floating derrick, and a 16-foot 600-ton hydraulic press for the forming of steel plates.

The shipyard is now building units for Ocean Drilling & Exploration Company and Delta Marine Drilling Company. A mobile unit larger than any previously built by Alexander Shipyard is under construction for unannounced interests.



$1.8 Million Derrick Barge Delivered to Brown & Root

The derrick barge **H. A. Lindsay** is in operation for Brown & Root Marine Operators, Inc., of Houston. The barge has a 250-ton fully-revolving hoist, and is capable of lifting and setting the heaviest offshore platforms now on the drawing boards.

The derrick barge H. A. LINDSAY, shown in the yards of Brown & Root Marine Operators, Inc., getting a final check before going to sea.

The **H. A. Lindsay** is 300' x 90'. It was built in New Orleans at a cost of $1.8 million, and has air-conditioned quarters and recreation rooms for the crew.

The barge was named after an official of Brown & Root Marine Operators.

Speed and utility are design features of the newly developed all steel runabout built by Casey Craft.

Casey Craft is Developer Of New All-Steel Runabout

Casey Craft of Mermentau, Louisiana, has developed an all steel runabout especially designed for speed and utility. Several of these 24-foot boats, with 6.75-foot beam and 2-foot draft, are now serving the offshore industry in the Gulf of Mexico.

Powered by Universal 145-hp Aqua-Pak engines, the boats can attain speeds up to 37 mph and are driven by 14 x 15-inch propellers. Their speed and 1500 pound net pay load make them ideal for commuting between offshore wells and for emergency service use to avoid "down-time."

Coe M. Best Joins Staff Of Friede & Goldman, Inc.

Coe M. Best, Jr. recently joined the staff of Friede and Goldman, Inc., Naval Architects and Marine Engineers of New Orleans. Best has previously been a civilian naval architect at Pearl Harbor and San Francisco Naval Shipyards, and has been successively with Calmes Engineering Company as chief engineer, with Ingalls Shipbuilding Corporation, and with Higgins, Inc. He is a graduate of the University of Michigan with a degree in Naval Architecture and Marine Engineering.

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SERVICE PERSONALITIES . . . . . In the News

Tullis

Vint

Vint, Tullis Are Promoted By Unit Rig & Equipment

J. L. Vint Jr. has been elected president of Unit Rig & Equipment Company, manufacturers of rotary drawworks and related accessories. Unit Rig's plant and main office is at Tulsa, Oklahoma. Vint succeeds Kenneth Davis Jr., who will join Loffland Brothers Drilling Company.

J. W. Tullis has been named executive vice president of Unit Rig.

Vint joined the company in 1947 and later held the position of vice president, engineering. Prior to his recent promotion he was acting as vice president, sales.

Tullis joined Unit Rig in 1952 as assistant plant superintendent, and later held positions of plant superintendent and technical staff assistant to the president. He was general works manager just prior to his promotion to executive vice president.

V-P of Associated Oil Field Rentals Dies at His Home

Ralph Neuhaus, vice president of Associated Oil Fields Rentals of Houston, died recently at his home in Houston. He was 59 years of age. A native of New York, Mr. Neuhaus moved to Houston as a child.

A 1919 graduate of Cornell University, he became associated with Hughes Tool Company of Houston in 1921 and remained with that firm until 1949. He also served at one time as vice president of the Cameron Iron Works of Houston.

At the time of his death he was a director of the Houston Chamber of Commerce, a former regional director of the National Association of Manufacturers, and a member of the advisory board of the Petroleum Club of Houston.

Fred A. Alleman Dies At Morgan City Home

Fred A. Alleman, purchasing agent for Universal Services of Texas, died June 28 in Morgan City, La. Death was due to a heart attack, which followed a stroke some weeks earlier. Mr. Alleman was formerly associated with both General Marine Corporation and Marine Catering Service, of Harvey, La. His work in recent years has been with catering firms serving the offshore industry. He was one of the founders, and former president, of Marine Catering Service.

Well Equipment Manufacturing Corporation Names Salesman

Dale DeLong has been appointed sales representative, Southern Louisiana area, for Well Equipment Manufacturing Corporation, according to an announcement by J. W. Gates, sales manager for the company.

DeLong, a Texas A & M graduate, was formerly sales representative in the same area for a rock bit manufacturer. While a student he spent summers working in oil fields for Shamrock Oil & Gas Company and Lone Star Gas Company.

Now headquartering in New Orleans, La., DeLong replaces L. L. Durkin, who has been transferred to the newly created position of City Sales in Houston.

W-K-M Manufacturing Co. Names Wynn Vice President

Robert O. Wynn has been elected vice president of manufacturing for W-K-M Manufacturing Company, Inc., Houston.

Wynn came with W-K-M as chief engineer in 1951. After the company became a subsidiary of ACF Industries, Inc., he was appointed general manager of the ACF Valve Division in Detroit. He returned to W-K-M as director of manufacturing when ACF Valve Division and the KEY Company of East St. Louis were consolidated with W-K-M.

Continental Supply Operates Industry's First Parts Depot

Continental Supply Company recently established the oil industry's first parts depot at Morgan City, Louisiana. The parts depot, operating independently of Continental's store at the same location, is designed to ensure availability of replacement parts.

Billy Mills, formerly in charge of service for Continental Supply at Corpus Christi, will headquarter at Morgan City as district service manager. He will supervise all Emsco and Continental machinery service engineers located in the Louisiana Gulf Coast district. Mills spent five years as an inspector at the Emsco Houston plant.

George H. Echols is Named McCullough Sales Manager

George H. Echols Jr. has been appointed Houston district sales manager for McCullough Tool Company. A native of Dallas, Echols attended the University of Houston and has had long experience in oil field work.

He started with McCullough in 1951 in the Houston service department. Promoted to sales engineer in 1952, Echols served in the Beaumont area until his recent advancement.

An active member of the A.I.M.E., Echols replaces E. H. Lain, who was recently promoted to assistant Eastern Division sales manager for the Gulf Coast area.

E. F. Gahan Will Represent Standco Brake Lining Co.

E. F. Gahan, Inc. of New York has been appointed representative for Standco Brake Lining Company of Houston. Gahan, head of the oil well supply firm representing Standco, maintains connections in all major international oil centers and will handle Standco's complete line of oil field brake linings, clutch facings, and thread compounds.

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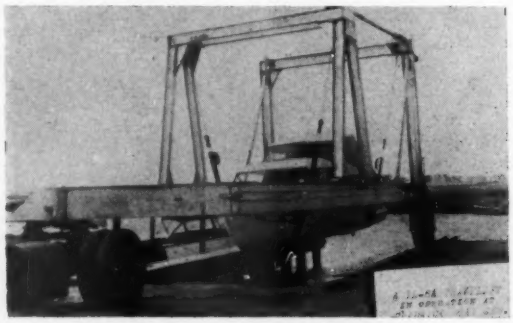

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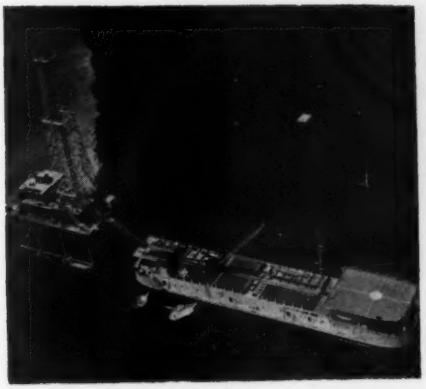
For CATC, a . . .

Tenth Anniversary

On a hot July day in 1946 oil men from 4 companies got together in Houston to form an offshore group



Part of the CATC navy, the drilling tender JACK CLEVERLEY.

A small group of shirt-sleeved oilmen, closeted in a Houston office building, pored searchingly over an enormous map of the Gulf of Mexico. The men appeared on the verge of pinpointing a fabulous undiscovered oil pool right then and there. In a sense, they were.

This typically hot day in July 1946 was a historic moment for four oil companies — Continental Oil Company, Atlantic Refining Company, Tidewater Oil Compay and Cities Service Oil Company.

Following months of preliminary work, representatives of the four firms had reached an operating agreement and formed what they called the CATC Offshore Group to search for oil in the Gulf of Mexico. Each letter in the group name stood for the first letter in the successive firm names of Continental, Atlantic, Tidewater and Cities Service. Continental Oil Company was selected as operator.

A mile-stone . . . On the date marking its tenth anniversary, CATC has 43 oil and gas wells in 14 fields off Louisiana. The Group is the largest leaseholder in the Gulf of Mexico, with more than 400,000 acres. CATC has made great strides in ten years. But, as one offshore engineer put it, CATC is like a ship that just finished its "shakedown cruise" and is preparing for full-scale action.

In ten years, the Group has risked a fabulous $102 million offshore. It is estimated that the entire petroleum industry has invested more than $1.3 billion offshore and has received in revenue less than one-fifth of that amount—leaving a gross deficit of some $1 billion.

It costs millions of dollars just to get your fleet wet. Some $5 million has been shelled out by CATC for geophysical work alone . . . another $43 million for the Group's tidelands leases.

Today it requires more than $400,000 to drill an average offshore well, about six times as much as an inland well. A few tidelands wells have cost more than $1 million. Monthly offshore expenditures of the oil industry, exclusive of lease bonuses and rentals, are running around $18 million.

Considering the obstacles, CATC's discovery ratio is almost fantastic—with strikes on better than two out of every three wildcats. CATC officials are optimistic. The much anticipated day when their risky and costly operations may begin to pay off is in sight, they predict, though perhaps another decade distant.

The idea of forming CATC was spawned in Continental Oil Company's exploration committee in the post-war planning era of late 1945. A few wells had been drilled in shallow waters before World War II. One company had conducted extensive seismograph tests in the Gulf. But in 1945, as far as exploration men were concerned, the Continental Shelf was as unexplored as the Antarctic.

Because of the colossal risk, Conoco believed it would be too much of a gamble to go it alone in the Gulf. A few strokes of misfortune and an operator could lose millions. Why not spread the risk, Conoco reasoned.

Atlantic Refining Company, Tidewater Oil Company and Cities Service Oil Company—all keenly interested in exploring offshore—shared this belief. Together they decided

(continued on next page)

The four-company group holds the depth-of-water record for drilling in the Gulf of Mexico, with this platform in 112-foot water.

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Tenth Anniversary . . .

(continued from preceding page)

to get in on the ground floor—or, rather, the ocean floor—and in July, 1946, met in Houston to form CATC.

Beginnings . . . With Conoco as operator, the newly formed CATC Group hustled to prepare for geophysical work. Five small exploration boats of wartime design were rushed to completion by Higgins, Inc., New Orleans.

Geophysicists worked feverishly to equip a seismic crew to set out to sea, and just before Christmas Day, 1946, CATC recorded its initial shots in the Gulf of Mexico. The CATC "fleet" consisted of five craft ranging from 37 to 65 feet long, including two recording craft, two station boats and a supply vessel. Early in 1947 a second seismic crew was added.

At the start, geophysical work in the Gulf was expensive, slow and cumbersome. After seismic parties developed sea legs, better equipment, and a standard system, criss-crossing the vast Gulf seismographically proved less expensive than on land. Crews could chart a broad area in less time. There were no fence lines, gullies, forests or mountains.

CATC also was among the pioneers in leasing offshore acreage, participating in Louisiana state lease sales as early as March, 1947. It acquired 209,000 acres at that first sale, paying a bonus of $674,000, or $3.23 per acre, to the state.

In late years bids have skyrocketed —at a 1955 Federal sale the Group paid $27.5 million for 29,340 acres, or more than $900 per acre. Of the $283 million total outlay made to date for offshore leases by the oil industry, some $259 million, or 91 percent, has been spent since April, 1954.

Of CATC's present 400,000 acres, 75 percent was purchased at seven Louisiana state sales during a 20-month period beginning in March, 1947. Moneywise, these substantial holdings acquired in the initial years cost the Group only 6 percent of the $43 million it has spent on leases.

While CATC landmen were acquiring valuable acreage, geophysical work progressed. Then in 1949 the tidelands title question became a political football.

Operations halted pending a U.S. Supreme Court decision. Drilling tenders and other equipment gathered rust until the Tidelands Act of 1952 cleared the way for offshore drilling.

First well . . . CATC immediately renewed operations and in early 1953 spudded its first well in the Gulf of Mexico—in Louisiana's shallow West Bay, about five miles offshore and ten miles due south of Venice. Its first gamble in the Gulf —utilizing a shallow-water mobile drilling barge—resulted in the discovery of the West Delta Block 53 field and launched a three-year period of frenzied drilling activity.

Since this production start in 1953, CATC has completed 61 wells. Eighteen have been dry holes. The remainder include 23 producing oil wells, two shut-in oil wells and 18 shut-in gas wells—in seven oil and seven gas fields. Twenty-five of the 43 oil and gas wells are in the West Delta area, with others in the South Pass, Grand Isle, East Cameron and West Cameron fields.

In 1954, the Group chalked up still another "first" in offshore operations. It received approval from the U. S. Government to unitize a

(continued on page 85)

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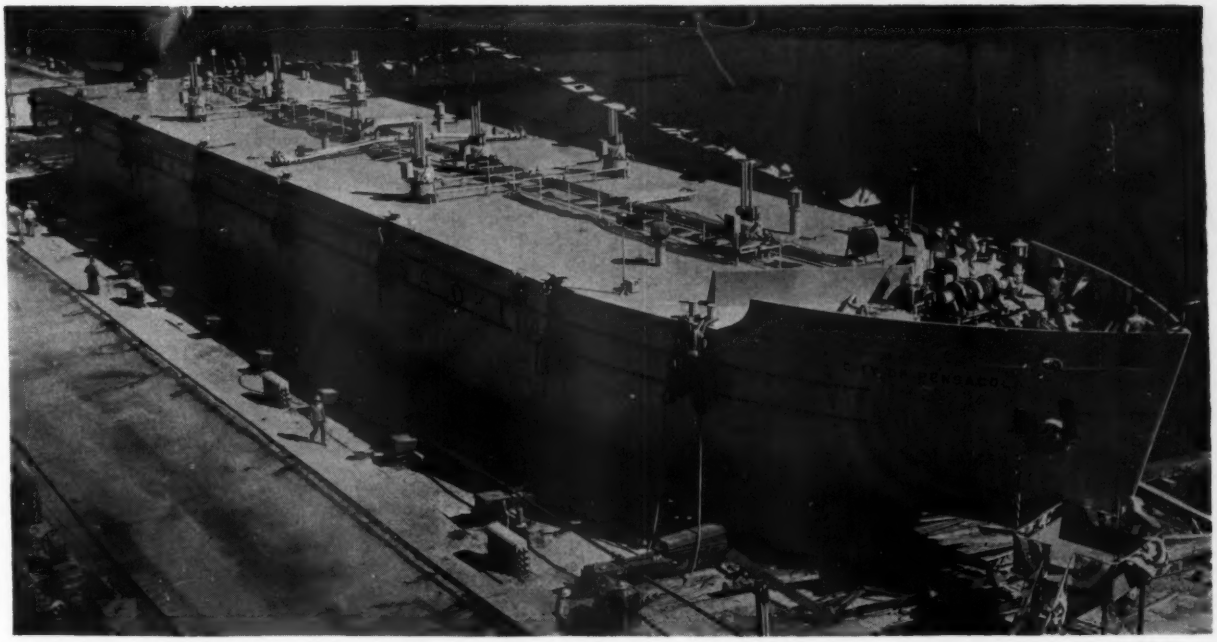


Dimetcote protects this LPG barge. Application of organic coatings and Dimetcote was made two years ago. Organic coatings failed within a year, but the Dimetcote is still in excellent condition.

Zinc coating . . .

"Cold Galvanizes" Offshore Structures

This versatile coating is not a paint, yet it is easily applied with conventional paint spraying equipment

A unique 100 percent inorganic zinc coating is proving remarkably effective in providing rust and weathering resistance for offshore structures constantly exposed to the hazards of sun and sea water.

Called Dimetcote, this patented coating manufactured by Amercoat Corporation of South Gate, California, supplies the same long-term protection provided by pure zinc hot-dip galvanizing—yet can be applied by conventional paint-spray equipment. It is entirely unaffected by sea water.

A single coat of Dimetcote protects the LPG barge shown in an accompanying illustration. The coating was selected after an extensive program testing many organic paints and coatings. Competitive coatings broke down under the severe exposure, but after two years the original Dimetcote is in almost perfect condition.

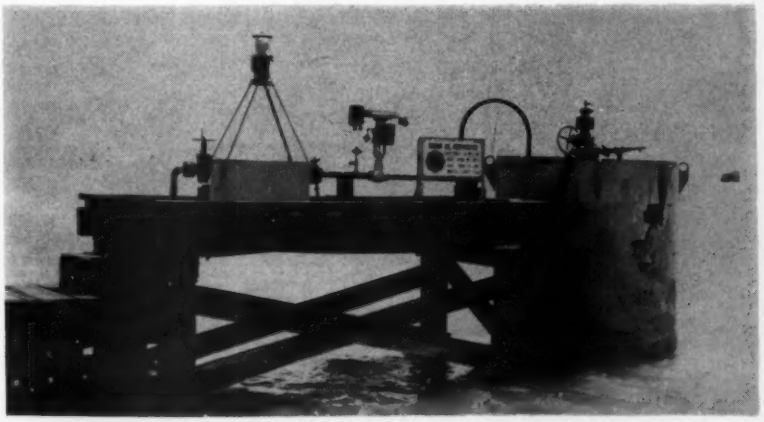
Owners of the LPG barge shown have specified Dimetcote for another barge now being completed. In addition to carrying LPG most of the year, the barges are in ammonia service during the summer months.

Developed in Australia . . . Dimetcote originated far from the Gulf of Mexico where it has been so successful. Developed in Australia, one of its first large scale applications was made in 1942 to a 223-mile above-ground pipeline, ranging in diameter from 21 to 30 inches. In spite of exposure to weathering, brush fires and sandblast-like dust storms, the pipeline still has not required recoating after 14 years of service.

Because of the huge investment involved, the Government of South Australia was guaranteed by the manufacturer that the coating would provide satisfactory protection for 20 years. When ten years had passed and it was evident that the coating would far surpass this stipulation, the guarantee was waived for all future work.

U.S. introduction . . . Dimetcote was introduced in the United States in 1951 by Amercoat Corporation, the sole U.S. licensee. Of all the applications made since then, Amer-

(continued on next page)



This protective caisson was Dimetcoted over three years ago. Despite the severity of Gulf exposure, the coating is providing excellent protection.

(continued from preceding page)

coat states that none, properly made, has shown signs of appreciable deterioration.

Ship application . . . Large and successful applications of Dimetcote have been made to the interiors of cargo tanks in petroleum tankers. Two 4,039-ton motor vessels in the service of a major western producer have Dimetcoted cargo tanks. The 12,580-ton **SS R. G. Follis** has seven coated tanks.

An important aspect of this exposure is the fact that the tanks carry highly aerated sea water ballast in addition to petroleum products. They are butterworthed with hot sea water as well, which is a severe test for a protective coating.

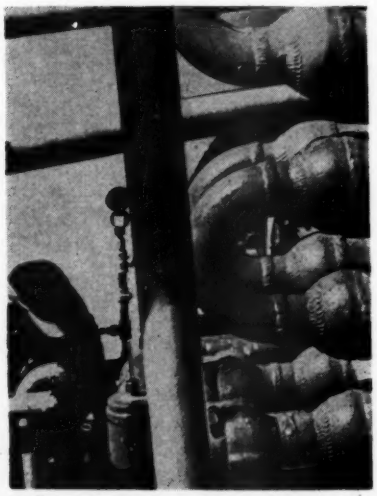
Marine oilfield use . . . An oil well cementing firm operating in the Gulf of Mexico has a fleet of five cement ships Dimetcoted from stem to stern. An anti-fouling also manufactured by Amercoat protects the hulls of these ships from barnacles and other marine life.

A converted LSM is one western producer's answer to the challenge of offshore exploration. The **Western Explorer** has a well cut through its hull, and modified standard drilling equipment operates through the hole. A "universal joint" type mounting permits drilling to go on uninterrupted by moderate pitch and roll. To compensate for up-and-down rise with the tide, special telescoping sections of pipe can expand a total of 12 feet. Dimetcote protects this unusual drilling ship above the light load line, including deck and well.

Dimetcote was chosen to protect **Mr. Gus,** the first offshore mobile drilling rig capable of drilling in water depths of 100 feet. A $3.5 million investment, **Mr. Gus** required a protective coating that would minimize downtime for maintenance painting. Dimetcote covers the interior and exterior of the rig's supporting stanchions, as well as all structural steel and the bottom and sides of the upper deck.

Shore-side . . . One of the world's largest petroleum companies has standardized on Dimetcote for the shells and decks of floating roof tanks in its refineries. Because it bonds to steel chemically as well as physically, Dimetcote is exceptionally abrasion resistant. Even if the coating is gouged by extreme mechanical abuse, it still protects the exposed area by an electrochemical reaction between zinc in the coating and the steel surface. This is important in floating roof tank service because scuffing of the shoes as the roof rises and falls provides an extreme abrasion hazard.

Technical bulletin . . . A technical bulletin on Dimetcote may be obtained by writing Amercoat Corporation, Dept. R1, 4809 Firestone Boulevard, South Gate, California.



Welds are often the first places where rusting starts, because of difficulty in coating them thoroughly. Small uncoated spots are harmless in Dimetcote applications, due to cathodic protection provided by zinc in coating.

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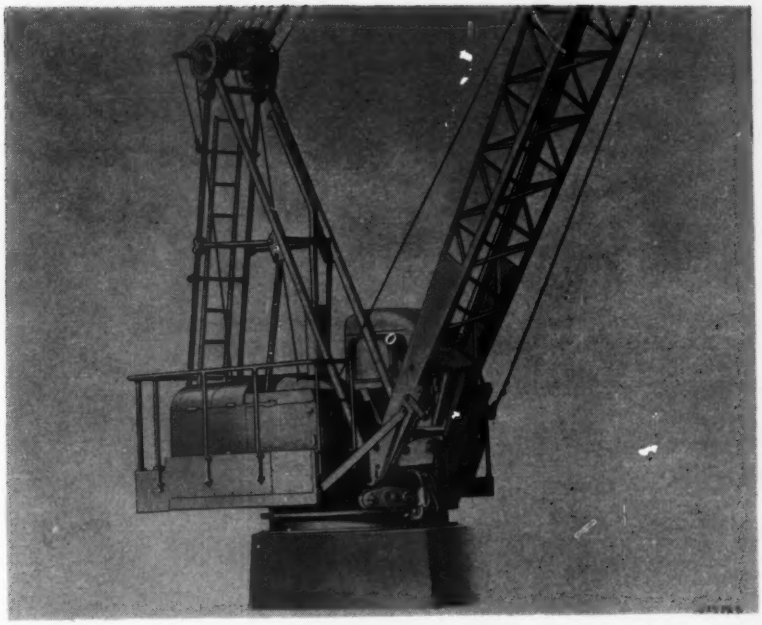


Artist's sketch of the new Unit Mariner Model 360, designed for cargo handling from stationary mounting.

Unit Crane introduces

A Special Crane for Offshore

The Unit Crane & Shovel Corporation of Milwaukee has introduced the Unit Mariner Model 360 designed to meet all requirements for cargo handling from a stationary mounting. It deviates from conventional revolving crane design by emphasizing strength in such important components as turntable, turntable rollers, hook shoes, A-frame, boom and boom hoist mechanism.

Features include double disc clutches, automatic safety brake, large foot-controlled swing brake with positive swing lock, and an external machine cut swing gear which is recessed into a roller path. Six self-aligning load rollers mounted in pairs, two in front and one at the rear, rotate on the upper surface of this roller path.

Self-aligning hook shoes which absorb the upward thrust contact the lower surface of the roller path and are located at each end of the turntable. The hook shoes together with the self-aligning center post trunnion which oscillates with the slightest tilt of the upper structure relieve the turntable bushing from all possible transverse stresses.

A 16-foot high A-frame permits capacity loads to be handled on an extended boom at long radius. Boom point and pendant sheaves are of ample size to insure long life of cable. All of these features are important for offshore oil platforms and tenders.

Main machinery in the Mariner 360 is enclosed in a one-piece cast gear case insuring protection against salt spray. The full vision cab offers necessary safety features.

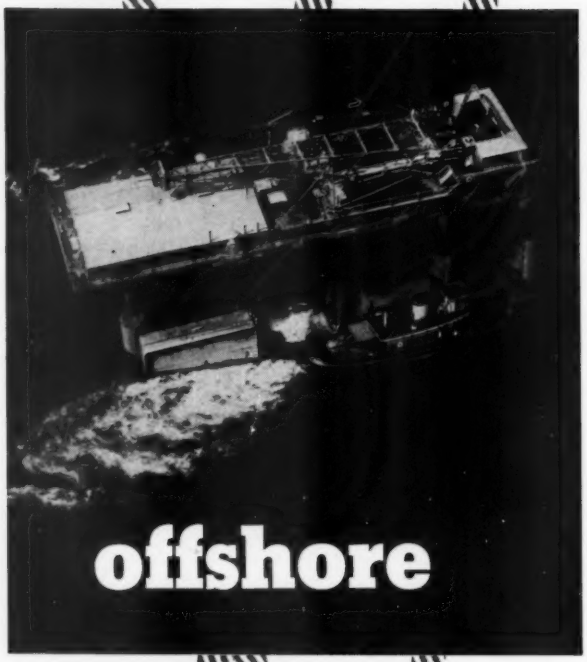
Base length of the boom is 45 feet comprising two sections. With various extensions, boom lengths can be furnished up to 75 feet. Boom point will accommodate two load lines, one for the main hoist block and the other for lighter lifts and personnel conveyance and supplies. A cable-type boom stop is standard equipment. An additional mechanical boom stop can be installed to control maximum desired boom elevation.

The Unit Mariner is powered by a three cylinder GM diesel engine with torque converter. This type of power provides a cushioning effect to ease shock loading which is extremely important in offshore oil work where cranes are mounted on tenders at work in open water and occasionally rough seas. The starting system is supplied as either electric or air. Electric power in place of diesel power is offered as an alternative.

The Unit Mariner is rated 30 tons capacity at a 12-foot radius. However, it has undergone tests by the American Bureau of Shipping as high as ten tons at a 50-foot radius which constitutes an overload of 39 per cent of rated capacity.

Unit Mariner Model 360 crane at work on a self-contained platform. This new model from Unit Crane & Shovel Corporation is shown at the extreme left of the platform.

the busiest towlines



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High Pressure Vertical Lift Pump May Prove Valuable Offshore Tool

Mauldin Oil Tools, Inc., has developed a versatile, high pressure, low volume, vertical lift pump for use in acidizing, squeezing, and further insurance against blowouts. In addition, it is applicable for casing and seat tests, use with pulling tools, obtaining circulation to free stuck pipe, unplugging bits, and altering mud weights quickly.

The pump works in the following manner in drilling operations:

The kelly is broken out and the pump is spun into the drill stem.

To operate, the elevators (or cat line) are attached to the top of the pump—pulling or lift power is applied from that point.

A connection of the pump is tied into the mud or slush pump line and the filling fluid for the pump is supplied through this hook-up. When the elevators are raised, the pumping action begins. This installation of the pump takes only three minutes to complete.

One upward stroke of the pump can develop a pressure up to 25,000 psi. However, since this pressure is too extreme in actual practice, a pressure set valve has been included in the design of the pump to allow pre-setting of generated pressures to desired levels. Pump volume at present is 40 gallons per minute and can be increased with only slight modifications.

The pump has an automatic pressure relief valve which releases pressure if the maximum presure is exceeded. It is so designed that no crew member would be injured in case of pressure discharge. A gauge shows the casinghead pressure at all times.

The pump is 12′ 8″ in length and has an outside diameter of 5¾″. Its weight is about 900 pounds.

A. C. (Cap) Barbour is president of the tool company. T. C. (Ted) Barbour is executive vice president. R. F. (Bob) Althauser is vice president and L. H. Simms is secretary-treasurer.

Full field tests of the pump have been completed and have proved its usefulness in drilling operations. It will shortly be made available through a well-known manufacturer and distributing firm of oil field equipment.

John Mauldin, at present with Humble Oil and Refining Company, invented the original tool from which the present lift pump was developed. Mauldin has broad oil field experience including that as a tool pusher, drilling contractor, and oil operator in this country and Mexico.

For further information write Mauldin Oil Tools, Inc., Box 14111, Houston 21, Texas.

Directional Drilling as Applied To Salt Dome Production In the Gulf of Mexico

By KENNETH R. JOYNT
and
A. H. MASSAD
Magnolia Petroleum Co., Morgan City

Part Two of Two Parts*

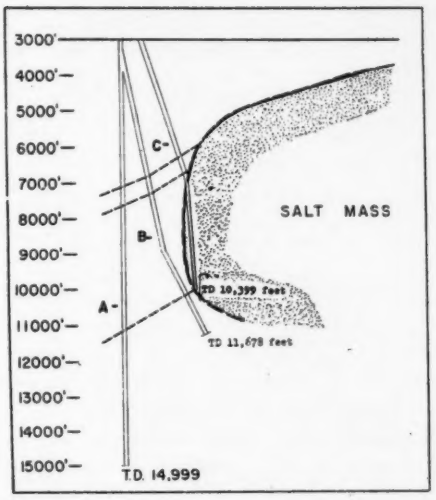

Figure 1

Selection of method is related to the type of salt dome—the two prominent types of domal structures being the deep-seated and piercement-type domes.

For the deep-seated dome the platform is located as near the crest of the structure as possible, and the first well is usually drilled as a straight hole. If production is established, subsequent development can be made by deviating wells in every direction on a planned spacing pattern. The depth of the pay sand would be the controlling factor on the amount of deviation and the resultant horizontal displacement.

This plan has been given wide spread use. One of the most outstanding examples is in the Block 149 field of the West Cameron Area, in which 10 deviated wells and one straight hole were drilled from the same platform. These wells have an approximate true vertical depth of 9,000 feet with an extreme bottom-hole location of two miles.

This type of development utilizes the increasing deflection-angle method, with the casing set on course. The main problem is to obtain the high angle for the required lateral location of the target.

The development of piercement type domes presents a vastly different problem. Production is confined in most cases to a narrow annulus along the flanks of a complexly faulted structure. Dips of the beds or formation are in many cases extremely high, and directional control is more involved in these holes.

The general development plan for a piercement-type dome consists of locating a platform outside the steep edge of the salt, as defined by geophysical work. The first well is usually a straight hole. If this hole is too far off the edge of the salt for production, a directional well is then drilled in toward the salt.

Once production is established, directional wells can be drilled laterally, or along strike, with the established production. If the platform is located too close or over the edge of the salt, a directional well may then be drilled down-dip or out, so as to reach out over the edge of the salt and explore the formations.

This type of development is shown in Figure 1. The vertical well "A" was the first hole drilled. The next hole, "B," was a deviation in toward the salt in an attempt to further locate the salt mass and test the formation up-dip. The third well, "C," exhibits a controlled deviation method whereby the horizontal displacement is reached at a shallow depth and the hole then returned to vertical.

Many piercement domes in the Gulf of Mexico possess an overhang of salt with accumulations of hydrocarbons confined to a rather narrow annulus under the overhang. In order to avoid costly overhang drilling, a platform is located off the edge of the overhang and wells are drilled directionally from this platform into the accumulation without drilling salt. In this type of development all wells on the platform are deviated in toward the dome under the overhang, with target areas assigned in conformance with spacing requirements, parallel to the strike of the formation.

In multi-zone fields and in wildcatting ventures, the method of obtaining the desired horizontal displacement and thence vertical depth, gives an operator maximum flexibility in future completions and number of formations examined in the most favorable structural position.

Technique . . . The most common and practical tool for obtaining deflection is the retrievable whipstock. The whipstock is faced at the desired angle and is bolted to a special sub just above the drilling bit. It is run to the bottom of the hole, and the desired direction is obtained by orienting with instruments, a magnetic sub, or by setting tools on the surface using a transit. The latter is the least desirable method and is generally inaccurate below 5,000 feet.

The direct method of orientation is accomplished by using a Monel drill collar with magnets and a single-shot instrument. The face of the tool is located in relation to the north magnet in the Monel joint. The single shot is then run in the pipe to the landing ring of the Monel joint. The survey on bottom determines the number of degrees the whipstock is to be turned in order to face the desired direction. After this correction, weight is applied to the drill stem to shear the pin holding the whipstock to the

(continued on page 88)

* Condensed from "Directional Drilling As Applied to Salt Dome Production in the Gulf of Mexico," as presented to the spring meeting of the Southern District, Division of Production, American Petroleum Institute, March 7-9 in San Antonio, Texas.

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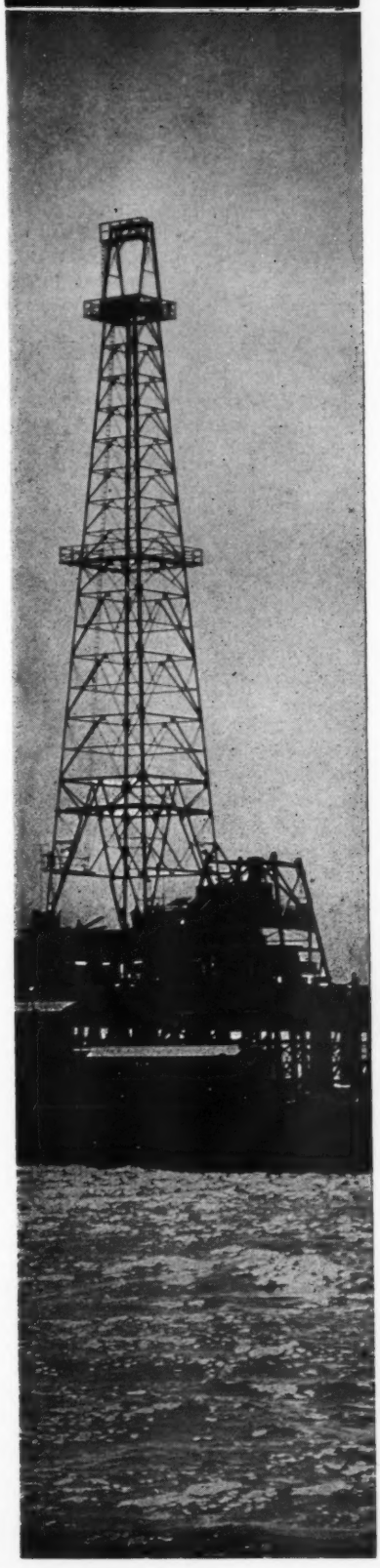

More Texas Wildcats

Stanolind Oil & Gas Company schedules an expanded drilling program for leases off Texas' northeast coast

Stanolind Oil & Gas Company has scheduled an expanded drilling program off North Texas, with new drilling sites 30 miles off Galveston and about two miles offshore from Jefferson County, 20 miles southwest of Sabine Pass.

Locations for wildcats on Stanolind leases east of Galveston were announced earlier by Humble Oil & Refining Company and Standard Oil Company of Texas.

Stanolind how has spotted its No. 1 State Lease 40643 as a 9,000-foot wildcat in Block 95 (S) of the High Island Area. The company had asked a Corps of Engineers permit

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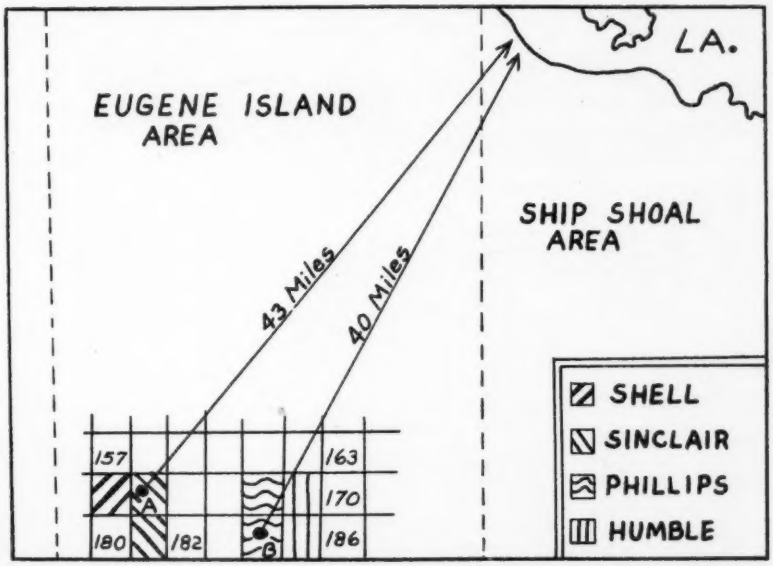

A recent Sinclair Oil & Gas Company strike now holds the distance-from-shore record for producing wells. The strike, shown at "A" above, is in Block 175 Eugene Island Area, and is 43 miles from Point Au Fer. Sinclair's discovery is nine miles northwest of the former record holder, at "B", a Phillips Petroleum Company strike in Block 184.

Distance Records Topple

Sinclair Oil finals the farthest-out producer; Shell, Calco set records for active tests

Distance-from-shore records toppled all over the Gulf of Mexico recently, pulled down by the offshore operations of Sinclair Oil & Gas Company, Continental Oil Company, Shell Oil Company, and The California Company.

Forty-three miles offshore from St. Mary Parish Sinclair finaled its No. 1-A Eugene Island Block 175-OCS 0438 as the farthest out producer. It bested the previous farthest-out well, drilled by Phillips Petroleum Company in Block 184 of the Eugene Island Area, by three miles.

The new discovery flowed 422 barrels of 32 gravity oil daily through a 1/8-inch choke and perforations between 11,804-38 feet. Flowing tubing pressure was 4,500 pounds, gas-oil ratio 1,250.

Sinclair's strike is nine miles west-northwest of the Phillips well which had held the record, as well as 12

(continued on next page)

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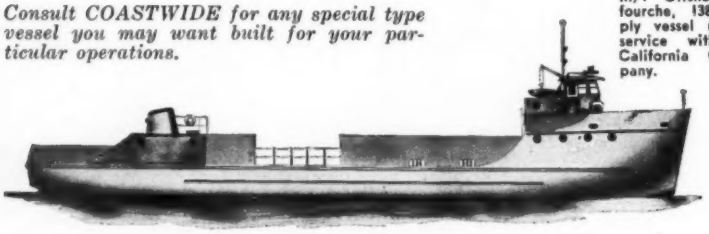
M/V Offshore Lafourche, 138' supply vessel now in service with The California Company.



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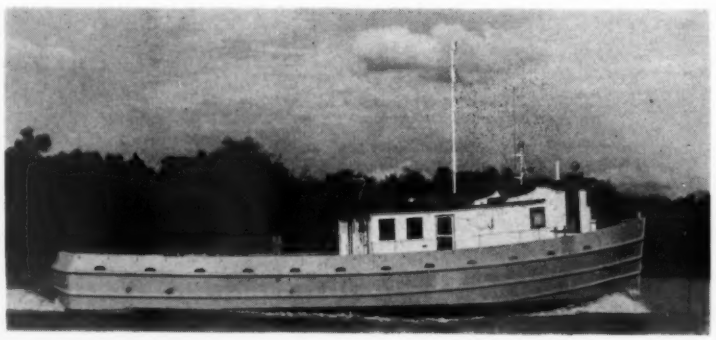

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More Texas Wildcats . . .

(continued from preceding page)

to erect structures in small blocks 83, 84, 85, 94, 95, 96, and 97, in the same vicinity.

Off Galveston, Stanolind is seeking permission to erect structures at two of three sites. The No. 1 OCS 0277 is to be at Latitude 29°17.2'-N, Longitude 94°31.2'-W; Well No. 1 OCS 0280 location is at Latitude 29°17.4'-N, Longitude 94°32.9'-W. Site for Well No. 1 OCS 0268 is Latitude 29°18.5'-N, Longitude 94° 13.3'-W.

Well No. 1 OCS 0277 is to be drilled first. When it is completed, or when Zapata Off-Shore Company's **Scorpion** completes a Standard of Texas test in Block 105, one of the other tests will be drilled by a mobile unit.

Distance Records Topple . . .

(continued from preceding page)

miles southwest of the Eugene Island Block 128 field. The Sinclair well was drilled from a self-contained platform in 87 feet of water.

The 10,000-acre lease block which the well is located on cost $2.72 million, and is owned jointly by Sinclair, Sohio Petroleum Co., Peoples Production Co., El Paso Natural Gas Co., and Western Natural Gas Co.

Sinclair has staked the No. 2-A Eugene Island Block 175-OCS 0438 as an offset to the strike, with a contract depth of 8,500 feet.

Off Galveston, a farthest-out record buster for the entire Gulf of Mexico is being drilled for Shell Oil Company and Continental Oil Company by C. G. Glasscock Drilling Company's **Mr. Gus.** The wildcat is 63 miles from land, in 93 feet of water, and in a 103,000-acre lease block held jointly by Shell and Conoco. Location is in Federal Block A-104. The entire block was leased by Shell for approximately $5.4 million.

The California Company now holds the farthest-out record for drilling off Louisiana. Calco's No. A-1 OCS-0541, in Block 160 of the East Cameron Area, is 55 miles from land and in 92 feet of water. Because of the remoteness from shore the tender on site, S-21, is equipped with a radio homing beacon. Helicopers serving the location have to refuel before making the overwater hop. From their base at Grand Chenier they go to Pecan Island to refuel and pick up drilling crews.

Louisiana

Rank Wildcat in Main Pass Complete as Small Gasser

A rank wildcat in the Main Pass Area 15 miles off the east coast of Plaquemines Parish is complete as a small gas producer. The California Co. No. 1 Louisiana State Lease 1262 (OCS 0373) flowed at the rate of 3.3 million cubic feet of dry gas daily through a 12/64-inch choke and perforations between 3,478-88 feet. Location is in Block 40 of the Main Pass Area.

The discovery is 12 miles northeast of the nearest production, in the Main Pass Block 69 field.

The California Company had earlier perforated the discovery between 9,673-83 feet and 9,592-602 feet, recovering salt water from both intervals. The well was drilled to 10,000 feet.

CATC Finals Dual Strike In East Cameron Block 83

The CATC group has a dual gas-distillate strike at an East Cameron wildcat three miles southeast of the same operator's earlier dual gas strike in West Cameron Block 192.

The new discovery, Continental Oil Co. No. D-1 OCS 0187 (State Lease 1632), made a combined potential of 106.4 barrels of distillate and 7.9 million cubic feet of gas daily.

Flow through a ¼-inch choke and perforations between 8,536-50 feet was at the rate of 33.1 barrels of 60 gravity distillate plus 3.7 million cubic feet of gas daily. The test lasted 1½ hours.

Through a ¼-inch choke and perforations between 9,950-58, 9,966-72, and 9,978-84 feet the well made 73.3 barrels of 58.9 gravity distillate daily plus 4.2 million cubic feet of gas.

The strike is in Block 83 of the East Cameron Area. CATC's earlier strike in West Cameron Block 192 flowed through perforations between 5,870-78 feet and 4,910-20 feet.

Shell Confirms Production In Lake Pontchartrain Field

Shell Oil Company's West Lake Pontchartrain Block 41 field has gained a confirmation gas strike and a third location. The field is in the lake about 15 miles northwest of New Orleans and four miles northeast of nearest production in the Good Hope field. It is in St. Charles Parish.

(continued on next page)

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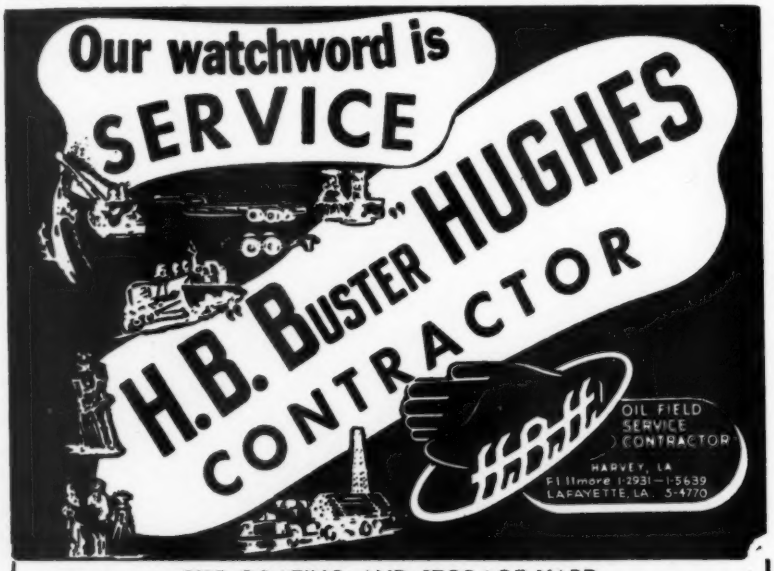

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(continued from preceding page)

Shell No. 2 State Lease 2918 flowed gas at the rate of 1,025,000 cubic feet daily, plus three barrels of distillate, through a 7/64-inch choke and perforations between 7,-175-80 feet. Tubing pressure was 2,800 pounds. The well was drilled to 8,965 feet, with casing set near total depth.

Shell also staked its No. 3 State Lease 2918 for a depth of 11,500 feet.

Discovery well for the field, No. 1 State Lease 2918, made 1.6 million cubic feet of gas daily from a pay between 8,808-24 feet.

Superior Oil Asks Structure Permits for West Cameron

The Superior Oil Company has asked Corps of Engineers permission to erect oil drilling structures in the West Cameron Area about 25 miles southwest of Cameron, Louisiana.

Leases involved include Blocks 131, 149, 150, the south half of 132, and the north half of 168. They adjoin the Block 149 gas field. The company has a self-contained platform in Block 149 at present. It was erected in 1954.

Superior also is seeking a permit for a portion of Block 135 in the West Cameron Area, about 10 miles east of the Block 149 field.

Texas

Arkansas Fuel Oil Requests South Texas Drilling Permit

Arkansas Fuel Oil Corporation has requested a permit to drill at a location about five miles offshore from Padre Island, South Texas. The site is in Block 796 (L) of the Mustang Island Area, and is 17 miles south-southwest of Port Aransas.

C. G. Glasscock Drilling Company of Corpus Christi will drill the prospector from a self-contained platform. The try is about three miles northeast of a 11,510-foot dry hole recently drilled by Standard Oil Company of Texas.

Magnolia Will Drill Wildcat In High Island Block 24

Magnolia Petroleum Company is seeking Corps of Engineers permission to erect drilling structures in the Gulf of Mexico off Jefferson County, Texas. Location would be in Block 24 (L), High Island Area, about three miles southwest of Magnolia's lease blocks in the High Island Block 10-L gas field.

OFFSHORE LOCATIONS

TEXAS

Jefferson County: Stanolind Oil & Gas Co. 1 State Lease 40643, wildcat. Tract 95 (S) High Island Area. Proposed depth 9,000 feet.

Jefferson County: Magnolia Petroleum Company B-1 Texas Gulf Tract 10, High Island Block 10-L. Tract 10 (L) High Island Area. Proposed depth 12,000 feet.

Kleberg County: Standard Oil Co. of Texas 83 State 948, Chevron field. Tract 948 (S), Mustang Island Area. Proposed depth 9,000 feet.

LOUISIANA

Cameron Parish: Continental Oil Co. (CATC) 1 OCS 0158 (State Lease 1197) Block 59, wildcat. Block 59 East Cameron Area. Proposed depth 14,000 feet.

Cameron Parish: Continental Oil Co. 1-A OCS 0156 (State Lease 1194) Block 51. Block 51 East Cameron Area. Proposed depth 14,000 feet.

Cameron Parish: Mecom Petroleum Co. A-9 State Lease 1137, West Cameron Block 56. Block 45 West Cameron Area. Proposed depth 9,800 feet.

Cameron Parish: Shell Oil Co. 2 State Lease 2546, East Cameron Block 17. Block 17 East Cameron Area. Proposed depth 12,500 feet.

Lafourche Parish: The California Co. M-4 Louisiana State 1367, Bay Marchand Block 2. Block 3 Bay Marchand Area. Proposed depth 4,100 feet.

Plaquemines Parish: Shell Oil Co. 3 State Lease 1388, South Pass Block 24. Proposed depth, 9,500 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 10 State Lease 979, West Delta Block 55. Block 54, West Delta Area. Proposed depth 5,500 feet.

Plaquemines Parish: The California Co. 11-G Louisiana State 1277, Main Pass Block 69. Block 68, Main Pass Area. Contract depth not reported.

Plaquemines Parish: Shell Oil Co. 1 State Lease 999, South Pass Block 24. Block 12, South Pass Area. Proposed depth 10,500 feet.

Plaquemines Parish: Shell Oil Co. 47 State Lease 998, South Pass Block 24. Block 11 South Pass Area. Proposed depth 8,200 feet.

Plaquemines Parish: Shell Oil Co. 7 State Lease 999, South Pass Block 24. Block 12 South Pass Area. Proposed depth 10,500 feet.

Plaquemines Parish: Shell Oil Co. 8 State Lease 999, South Pass Block 24. Block 12 South Pass Area. Proposed depth 10,500 feet.

Plaquemines Parish: Shell Oil Co. 4 State Lease 1388, South Pass Block 24. In lease 1388 on shore. Proposed depth 10,000 feet.

Plaquemines Parish: Shell Oil Co. 5 State Lease 1388, South Pass Block 24. In lease 1388 on shore. Proposed depth, 10,000 feet.

Plaquemines Parish: Shell Oil Co. 32-B State Lease 1388, South Pass Block 24. In lease 1388. Proposed depth 9,750 feet.

Plaquemines Parish: The California Co. 1 Calco-Gulf-Tide-water-Louisiana State Lease 2485 Unit 17, South Pass Block 24. 23S-31E. Proposed depth 8,900 feet.

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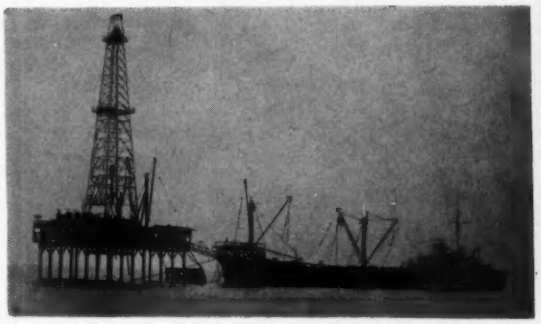

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Plaquemines Parish: The California Co. 1 Louisiana State 2485, South Pass Block 24. 23S-31E. Proposed depth 9,000 feet.

Plaquemines Parish: Shell Oil Co. 4-B State Lease 1008, South Pass Block 27. Block 24 South Pass Area. Proposed depth 9,000 feet.

Plaquemines Parish: Shell Oil Co. 5-B State Lease 1008, South Pass Block 27. Block 24 South Pass Area. Proposed depth 9,000 feet.

Plaquemines Parish: Shell Oil Co. 6-B State Lease 1008, South Pass Block 27. Block 24 South Pass Area. Proposed depth 9,000 feet.

Plaquemines Parish: Shell Oil Co. 7-B State Lease 1008, South Pass Block 27. Block 24 South Pass Area. Proposed depth 9,000 feet.

Plaquemines Parish: Shell Oil Co. 10 State Lease 1011, South Pass Block 27. Block 27 South Pass Area. Proposed depth 8,100 feet.

Plaquemines Parish: The California Co. 3 Louisiana State 2548, wildcat. Block 51 West Delta Area. Proposed depth 9,000 feet.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., 1-E State Lease 1272, Main Pass Block 47. Block 52 Main Pass Area. Proposed depth 5,000 feet.

Plaquemines Parish: The California Co. 11 Louisiana State 1277, Main Pass Block 69. Block 68 Main Pass Area. Proposed depth 8,400 feet.

Plaquemines Parish: The California Co. G-12 State Lease 1277, Main Pass Block 69. Block 68 Main Pass Area. Proposed depth 6,600 feet.

Plaquemines Parish: Shell Oil Co. 4 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,200 feet.

Plaquemines Parish: Shell Oil Co. 5 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,700 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 3 State Lease 977, West Delta Block 52. Block 52 West Delta Area. Proposed depth 8,000 feet.

St. Bernard Parish: Republic Natural Gas Co. 3 State Lease 2464, Breton Sound Block 1. Block 1, Breton Sound Area. Proposed depth 8,600 feet.

St. Bernard Parish: Lamson, Bennett & Cole 1 State Lease 2459, wildcat. Block 68, Chandeleur Sound Area. Proposed depth 8,500 feet.

St. Bernard Parish: Republic Natural Gas Co. 3 State Lease 2464, Breton Sound Block 1. Block 1 Breton Sound Area. Proposed depth 8,600 feet.

St. Charles Parish: Shell Oil Co. 3 State Lease 2918, West Pontchartrain Block 41. Block 41 Lake Pontchartrain. Proposed depth 11,500 feet.

St. Mary Parish: Sinclair Oil & Gas Co. 2-A Eugene Island Block 174-OCS 0438, wildcat. Block 175, Eugene Island Area. Proposed depth 8,500 feet.

St. Mary Parish: Shell Oil Co. B-2 OCS 0478, Eugene Island Block 128. Block 116 Eugene Island Area. Contract depth not reported.

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Terrebonne Parish: The Texas Co. 1 State Lease 1021, Caillou Island. Block 12, South Timbalier Area. Proposed depth 12,500 feet.

Terrebonne Parish: The Texas Co. 1 Louisiana State 1022, Caillou Island. Block 13 South Timbalier Area. Proposed depth 13,000 feet.

Terrebonne Parish: Ocean Drilling & Exploration Co. 3 State Lease 1527, Ship Shoal Block 67. Block 67 Ship Shoal Area. Proposed depth 5,600 feet.

Vermilion Parish: Union Oil Co. of California 1-A Relief Well OCS 0297. Block 26 Vermilion Area. Being drilled as relief well to No. 1-A burning well. Proposed depth 10,600 feet.

OFFSHORE COMPLETIONS

TEXAS

Kleberg County: Standard Oil Co. of Texas 932-58 State, wildcat. Dry hole. TD 11,510 feet. Tract 932 (S).

Kleberg County: Standard Oil Co. of Texas 945-88 State, Chevron. Dry Hole. TD 7,906 feet. Tract 945 (S).

LOUISIANA

Cameron Parish: Mecom Petroleums I State Lease 784, wildcat. Dry Hole. TD 9,601 feet in STH. Block 16 West Cameron Area.

Cameron Parish: Continental Oil Co. (CATC) D-1 OCS 0187 (State Lease 1632) wildcat. Dual Gas Strike. TD 10,127 feet. Perfs. 8,536-50 feet, IPF 33.1 BCPD and 3.7 million CFGD on 1/4-inch choke. Gra. 60. Perfs. 9,950-58, 9,966-72, and 9,978-84 feet, IPF 73.3 BCPD and 4.2 million CFGD on 1/4-inch choke. Gra. 58.9. Block 83 East Cameron Area.

Cameron Parish: Mecom Petroleum Co. A-8 State Lease 1133, Block 45 West Cameron. Oil Well. TD 9,075 feet, perfd. 8,875-880 feet. IPF 373 BOD on 12/64-inch choke. Gra. 35. GOR 534-1. Block 45, West Cameron Area.

Jefferson Parish: Humble Oil & Refining Co. J-6 State Lease 803, Grand Isle Block 16. Dual Oil Well. TD 8,875 feet. Perfs. 8,734-64 feet, IPF 170 BOD on 8/64-inch choke. Gra. 33. GOR 550-1. Perfs. 8,077-107 feet, IPF 233 BOD on 8/64-inch choke. Gra. 35.4. GOR 543-1.

Lafourche Parish: Phillips Petroleum Co. 2-B State Lease 1368 (OCS 0222), Bay Marchand Block 2. Oil well. TD 7,971 feet, perfd. 7,482-92 feet. IPF 192 BOD on 12/64-inch choke. Gra. 38. GOR 630-1. Block 4 Bay Marchand Area.

Lafourche Parish: The California Co. 1 Louisiana State 1486, Bay Marchand Block 2. Dry Hole. TD 2,246 feet. Storm damaged conductor pipe and hole was junked. Block 1 Bay Marchand Area.

Plaquemines Parish: Shell Oil Co. 1 State Lease 2675 Block 21, wildcat. Gas Discovery. TD 11,153 feet, perfs. 10,165-180 feet. PT 6.6 million CFGD, dry, on 18/64-inch choke. Block 21, South Pass Area.

Plaquemines Parish: Shell Oil Co. 3 State Lease 1353, Main Pass Block 69. Oil Well. TD 8,117 feet, perfs. 5,019-26 feet. IPF 216 BOD on 10/64-inch choke. Gra. 25.6. GOR 431-1. Block 67, Main Pass Area.

Plaquemines Parish: Shell Oil Co. 42 State Lease 998, South Pass Block 24. Oil Well. TD 9,628 feet, perfs. 9,260-72 feet. PT 235 BOD on 9/64-inch choke. GOR 1,030-1. Gra. 38.5. Block 11, South Pass Area.

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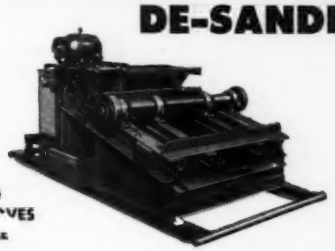

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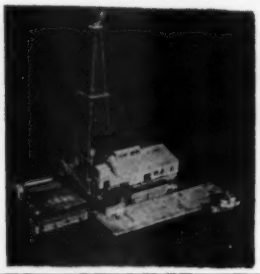

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Plaquemines Parish: Shell Oil Co. 8 State Lease 1007, South Pass Block 24. Oil Well. TD 10,271 feet, perfs. 9,898-904 feet. IPF 234 BOD on 8/64-inch choke. GOR 893-1. Gra. 37.9. Block 23, South Pass Area.

Plaquemines Parish: Shell Oil Co. 29-B State Lease 1388, South Pass Block 24. Oil Well. TD 9,859 feet. IPF 218 BOD on 9/64-inch choke. GOR 1,137-1. Gra. 36.2.

Plaquemines Parish: The California Co. 1-C State Lease 1069 OCS 0385, West Delta Block 30. Dry Hole. TD 11,292 feet in STH. Block 29, West Delta Area.

Plaquemines Parish: Continental Oil Co. 3 State Lease 2551, West Delta Block 84. Dry Hole. TD 11,508 feet. Block 84, West Delta Area.

Plaquemines Parish: Continental Oil Co. (CATC) 1-A State Lease 973 (OCS 0140), wildcat. Dry Hole. TD 14,000 feet. Block 48 West Delta Area.

Plaquemines Parish: Phillips Petroleum Co. 1 Main "A" State Lease 2753, wildcat. Gas-Distillate Discovery. TD 10,000 feet, perfd. 45 feet of sand topped at 8,465 feet. IPF 323 BOD on adj. choke. Gra. 53. GOR 13,000-1. Block 48, Main Pass Area.

Plaquemines Parish: Humble Oil & Refining Co. 1 State Lease 2728, wildcat. Dry Hole. TD 12,000 feet. There were some gas shows. Operator perfd. 10,875-90 feet and 11,347-57 feet. Block 16 South Pass Area.

Plaquemines Parish: The Texas Co. 1 State Lease 2727, wildcat. Dry Hole. TD 12,537 feet, ran log. Block 15 South Pass Area.

Plaquemines Parish: Shell Oil Co. 1 State Lease 2675 Block 21, wildcat. Gas Discovery. TD 11,153 feet, perfd. 10,165-80 feet. IPF 6.6 million CF dry gas daily on 18/64-inch choke. Block 21 South Pass Area.

Plaquemines Parish: The California Co. G-10 Louisiana State 1277, Main Pass Block 69. Temporarily Abandoned. TD 8,493 feet. Installed christmas tree and moved off. Block 68, Main Pass Area.

Plaquemines Parish: The California Co. 12 State Lease 1277, Main Pass Block 69. Dual Oil Well. TD 8,300 feet. Perfs. 8,131-42 feet, IPF 155 BOD and 37 MCFGD on 13/64-inch choke. Perfs. 7,766-80 feet, IPF 196 BOD on 9/64-inch choke. Block 68 Main Pass Area.

Plaquemines Parish: Shell Oil Co. 10 State Lease 1007, Main Pass Block 69. Oil Well. TD 8,356 feet, perfd. 8,254-62 feet. PT 189 BOD on 7/64-inch choke. Gra. 34. GOR 836-1. Water one-tenth of 1 percent. Block 23 Main Pass Area.

Plaquemines Parish: Shell Oil Co. 3 State Lease 1353, Main Pass Block 69. Oil Well. TD 8,117 feet, perfd. 5,019-26 feet. PT 216 BOD on 10/64-inch choke. Gra. 25.6. GOR 431-1. Block 67 Main Pass Area.

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Plaquemines Parish: The California Co. 1 Louisiana State Lease 1262 OCS 0373, wildcat. Gas Discovery. TD 10,000 feet, perfd. 3,478-88 feet. PT 3.3 million CFGD on 12/64-inch choke. Dry gas. Block 40 Main Pass Area.

Plaquemines Parish: Humble Oil & Refining Co. 1 State Lease 2729, South Pass Block 20. Dry Hole. TD 10,002 feet. Block 20 South Pass Area.

Plaquemines Parish: Shell Oil Co. 4 State Lease 2675, South Pass Block 20. Dry Hole. TD 10,579 feet, ran log. Block 21 South Pass Area.

Plaquemines Parish: The California Co. 1 Louisiana State 1922 et al Unit 18, South Pass Block 24. Dry Hole. TD 9,630 feet.

Plaquemines Parish: The California Co. 1 Calco-Gulf-Tidewater-Louisiana State 2485 Unit 24, South Pass Block 24. Shut-in well. TD 10,250 feet, perfd. 8,459-80 feet. IPF 69 BCPD on 10/64-inch choke. Gra. 53. GOR 23,000-1.

Plaquemines Parish: The California Co. 1 Unit 21, South Pass Block 24. Dual Oil Well. TD 9,650 feet in STH. Perfs. 8,564-75 feet, IPF 252 BOD on 9/64-inch choke. Gra. 29. GOR 412-1. Perfs. 8,810-28 feet, IPF 228 BOD on 8/64-inch choke. Gra. 29. GOR 444-1.

Plaquemines Parish: The California Co. 1 Calco-Gulf-TWA-Buras Levee District Unit 16, South Pass Block 24. Oil Well. TD 8,912 feet, perfd. 8,395-420 feet. PT 239 BOD on 9/64-inch choke. Gra. 30.8. GOR 578-1.

Plaquemines Parish: The California Co. 1 Calco-Gulf-Tidewater-E. Howcott et al Unit 21, South Pass Block 21. Dual Oil Well. TD 8,938 feet. Perfs. 8,802-16, 8,822-34 feet, IPF 204 BOD on 9/64-inch choke. Gra. 32.6. GOR 585-1. Perfs. 8,744-58 feet, IPF 204 BOD on 9/64-inch choke. Gra. 23.7. GOR 204-1.

Plaquemines Parish: Shell Oil Co. 4 State Lease 999, South Pass Block 24. Oil Well. TD 10,156 feet, perfs. 9,413-20 feet. IPF 257 BOD on 9/64-inch choke. Gra. 32. GOR 1,041-1. Perfd. 8,198-211 feet, to dually complete later. Block 12, South Pass Area.

Plaquemines Parish: Shell Oil Co. 42 State Lease 998, South Pass Block 24. Oil Well. TD 9,628 feet, perfd. 9,260-72 feet. IPF 235 BOD on 9/64-inch choke. Gra. 38.5. GOR 1,030-1. Block 11 South Pass Area.

Plaquemines Parish: Shell Oil Co. 45 State Lease 998, South Pass Block 24. Oil Well. TD 10,003 feet, perfd. 9,557-70 feet. IPF 262 BOD on 10/64-inch choke. Gra. 32. GOR 192-1. Block 11 South Pass Area.

Plaquemines Parish: Shell Oil Co. 8 State Lease 1007, South Pass Block 24. Oil Well. TD 10,271 feet, perfd. 9,898-904 feet. IPF 234 BOD on 8/64-inch choke. GOR 893-1. Gra. 37.9. Block 23, South Pass Area.

Plaquemines Parish: Shell Oil Co. 29-B State Lease 1388, South Pass Block 24. Oil Well. TD 9,859 feet, perfd. 9,592-604 feet. IPF 218 BOD on 9/64-inch choke. Gra. 36.2. GOR 1,137-1.

Plaquemines Parish: Shell Oil Co. 11 State Lease 1012 OCS 0353-Block 28, South Pass Block 27. Oil Well. TD 7,830 feet, perfd. 7,805-20 feet. IPF 176 BOD on 8/64-inch choke. Gra. 32. GOR 381-1. Block 28 South Pass Area.

Plaquemines Parish: The California Co. 1-C State Lease 1069 OCS 0385, West Delta Block 30. Dry Hole. TD 11,292 feet in STH, perfd. 6,410-23 feet and well sanded up. Block 29 West Delta Area.

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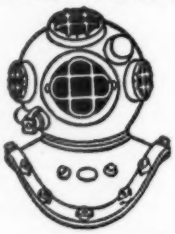

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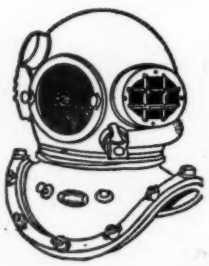

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Plaquemines Parish: The California Co. 5-B State Lease 1069 (OCS 0385), West Delta Block 30. Dual Oil Well. TD 9,439 feet. Perfs. 8,988-9,004 feet, IPF 122 BOD on 12/64-inch choke. Gra. 39.8. GOR 455-1. Perfs. 9,099-118 feet, IPF 205 BOD on 9/64-inch choke. Gra. 40.8. GOR 868-1. Block 29 West Delta Area.

Plaquemines Parish: The California Co. B-6 Louisiana State 1069 (OCS 0385), West Delta Block 30. Oil Well. TD 8,655 feet, perfd. 8,196-216 feet. IPF 218 BOD on 9/64-inch choke. Gra. 29.1. GOR 638-1. Block 29 West Delta Area.

Plaquemines Parish: The California Co. 4-C Louisiana State 1069 (OCS 0385), West Delta Block 30. Oil Well. TD 7,377 feet in salt, perfd. 6,940-59 feet. IPF 216 BOD on 11/64-inch choke. Gra. 34.6. GOR 473-1. Block 29, West Delta Area.

Plaquemines Parish: Humble Oil & Refining Co. J-2 State Lease 819, West Delta Block 30. Oil Well. TD 7,469 feet in STH, perfd. 5,088-5,112 feet. IPF 136 BOD on 8/64-inch choke. Gra. 25.3. GOR 175-1. Block 30 West Delta Area.

Plaquemines Parish: Continental Oil Co. 3 State Lease 2551, West Delta Block 84. Dry Hole. TD 11,508 feet. Block 84 West Delta Area.

Plaquemines Parish: The California Co. 5 Calco-Shell-Louisiana State Lease 2127, West Black Bay. Oil Well. TD 8,756 feet, perfd. 8,568-84 feet. IPF 122 BOD on 7-/64-inch choke. Gra. 33.5. GOR 410-1. West Black Bay.

St. Mary Parish: Humble Oil & Refining Company 1 Federal OCS-0426 (ST), Eugene Island Block 77. Dry Hole. TD 16,058 feet. Block 76, Eugene Island Area.

St. Mary Parish: Sinclair Oil & Gas Co. 1-A OCS 0438 Block 175, wildcat. Oil Discovery. TD 13,004 feet, perfd. 11,804-838 feet. IPF 422 BOD on 1/8-inch choke. Gra. 22. GOR 1,250-1. Block 175 Eugene Island Area.

St. Mary Parish: Magnolia Petroleum Co. 3-J State Lease 691, Eugene Island Block 126. Dual Oil Well. TD 6,500 feet. Perfs. 5,612-18 feet, IPF 181 BOD on 9/64-inch choke. Gra. 34.8. GOR 459-1. Perfs. 5,900-06 feet, IPF 200 BOD on 9/64-inch choke. Gra. 36.4. GOR 422-1. Block 119 Eugene Island Area.

St. Mary Parish: Magnolia Petroleum Co. 6-K State Lease 691, Eugene Island Block 126. Dual Oil Well. TD 6,459 feet. Perfs. 5,860-72 feet, IPF 226 BOD on 9/64-inch choke. Gra. 36.6. GOR 330-1. Perfs. 5,514-26 feet, IPF 310 BOD on 9/64-inch choke. Gra. 36. GOR 352-1. Block 119 Eugene Island Area.

St. Mary Parish: Humble Oil & Refining Co. 1 Federal OCS-0426 (ST), wildcat. Dry Hole. TD 16,058 feet. Block 76, Eugene Island Area.

Terrebonne Parish: Gulf Refining Co. C-5 Block 154 OCS 0420, Ship Shoal Block 154. Dry Hole. TD 9,500 feet, ran log. Block 154 Ship Shoal Area.

Terrebonne Parish: Gulf Refining Co. F-2 OCS-0453, Ship Shoal Block 154. Dry Hole. TD 11,631 feet. Block 130 Ship Shoal Area.

Terrebonne Parish: Magnolia Petroleum Co. 3-E State Lease 765, Ship Shoal Block 72. Dry Hole. TD 13,160 feet in shale. Block 71, Ship Shoal Area.

Vermilion Parish: Union Oil Co. of California 2-A Federal Lease OCS 0297, wildcat. Temporarily abandoned at 7,783 feet. This well is on the same platform with Union Oil's No. 1-A wildcat, which caught fire after blowing out. Block 26, Vermilion Area.

Tenth Anniversary . . .

(continued from page 68)

block of acres in the Grand Isle area. This was the first Federal offshore unitization project.

Equipment and operating expenses have cost CATC $55 million, or more than half its total outlay. This includes in excess of $8 million for the 18 dry holes—or $460,000 per hole.

Although CATC acquired most of its offshore leases from the state of Louisiana in the first two years of its initial decade of operations, it purchased its major production equipment in the last two years, when it virtually established a "CATC Navy."

The first of four CATC drilling tenders, the **J. C. Craig,** was christened at a colorful ceremony at the Levingston Shipbuilding Company yards at Orange, Texas, in August, 1954. The **Carle Sharp** followed in December of that year, and the **Ernie Miller** and **Jack Cleverley** in 1955 Each ship was named successively after officials of Conoco, Atlantic, Tidewater and Cities Service.

A fifth tender is now under construction for CATC in the Levingston yards at Orange. Completion date is scheduled for October.

In the millions . . . Another million-dollar equipment item is a giant $1.5 million stationary drilling platform in Louisiana's Grand Isle area. The structure was erected in February, 1955. One of the largest self-contained platforms, it measures 220 feet by 106 feet and towers 58 feet above the water. It was the first platform of its type to feature cross bracing above the water.

CATC recently completed a similar platform in the Grand Isle area and spudded a well from the structure in late May in a record 112 feet of water. This platform is located about 10 miles from the first Grand Isle installation and is slightly smaller in both size and cost. A $1.2 million structure, it was built for the Group by Brown and Root, Inc., and can be used for drilling as many as 12 wells.

The CATC Group also has 21 additional smaller platforms and currently has four platforms under construction, ranging in cost from $700,000 to $1.1 million.

An important facet of CATC's operations is its efficient and indispensable two-way radio communications system. The Group operates radio stations at Harvey and Lake Charles, La.

The second twenty . . . In retrospect, CATC has had a hectic history. Besides hampering legislation and handicaps like the weather, waves and corrosive salt water, there have been—and still are—countless equipment and personnel shortage problems. How to market offshore gas, now shut-in without access to pipe lines, has been a constant headache.

Yet in the face of these and many other trials, the Group continues to invest heavily in marine operations. Today, with more than three years of drilling experience to its credit, it heads into a second decade of activity dedicated to the steady and orderly development of offshore properties.

Tennessee Gas Transmission Company's new "Muskrat Line" will cross 130 navigable bodies of water to connect prolific gas-producing areas of Southwest Louisiana with TGT's Kinder, Louisiana, compressor station. Expected to be completed by mid-summer, the line will reach these fields: Halter Island, Bay Marchand Block 2, Dixon Bay, Main Pass Blocks 35 and 69, and Southwest Pass Block 24 West. Tie-ins are to be made at platforms centrally located in the fields. The 355-mile extension will lie almost four-fifths under water.

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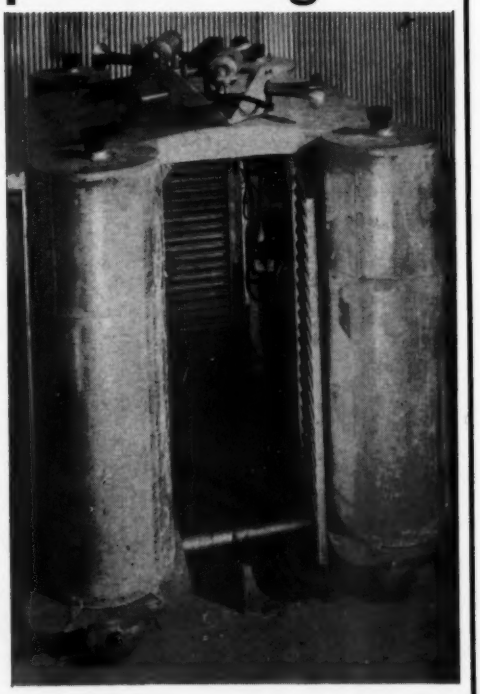

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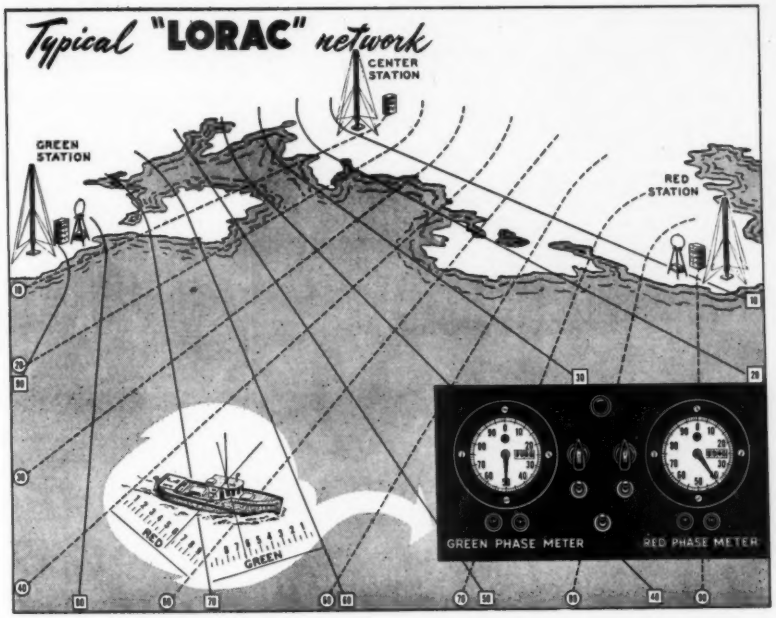

Diagram of a Lorac network, showing relative location of three land-based radio transmitters which blanket an area with two intersecting sets of positioning signals.

With no stakes to sight on,

Lorac Marks The Spot

Electronic surveying methods make accurate positioning possible far from sight of land

There are no sign posts, distinctive trees, surveyor's stakes, or railroad crossings in the Gulf of Mexico. Just water. Hence, when out of sight of land, well location by visual means is usually impossible. Electronic surveying methods are furnishing the means for accurately staking well sites. The most widely used electronic positioning service is Lorac, a phase comparison, medium frequency, radio positioning system. Seven Lorac networks established along the coast line provide coverage from Mobile Bay to Brownsville.

Each Lorac network has three land based radio transmitters which blanket an area with two intersecting sets of positioning signals. Any ship equipped with a Lorac receiver can determine its position to a high degree of accuracy. The two indicating phase meters, an integral part of the receiving equipment, make this positioning possible.

At any instant, the position of the vessel is at the intersection of the two lines shown on the meters and can be determined in geographical coordinates from a map on which the Lorac grid has been plotted.

Location of well site . . . An offshore well location may be critical in relation to both geological structure and lease boundary. The well site may be known in terms of Lorac grid coordinates if Lorac was used in the original geophysical survey. Occasionally, additional seismic lines are shot during the well staking to confirm the location. Otherwise, the Lorac grid coordinates are computed from the known geographical location of the well site.

After obtaining the grid coordinates, the procedure in staking the site is to start from the nearest grid check point — an accurately established location, usually made by visual survey. The Lorac receiver is then calibrated by setting, in correct meter readings, the position of the receiving antenna. This point always remains as the positional reference. By using the Lorac charts of the area for navigation, the vessel can then be directed to the designated well site, where a temporary buoy is set.

A permanent buoy is placed a short distance from the location. Small reference buoys are set around the permanent buoy as a visual check for possible drift of the permanent buoy. A repeat survey is made to double check the location.

The well should be staked just before the drilling platform is positioned to lessen the chance of having the buoy disturbed. Lorac may also be used to guide the drilling platform to the site.

Where possible, a visual survey is made with the derrick as a target. These surveys have confirmed Lorac locations to within 250 feet and sometimes within 30 feet. This confirmation is remarkable when the possible sources of error are considered. The buoys may swing about the anchor position as much as 150 feet. Drilling platforms are not always placed in the proper position because of difficulty in controlling the larger units. The visual surveys are subject to error of 100 feet or more due to poor survey control in the area and poor intersections of the sighting lines.

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Directional Drilling . . .

(continued from page 73)

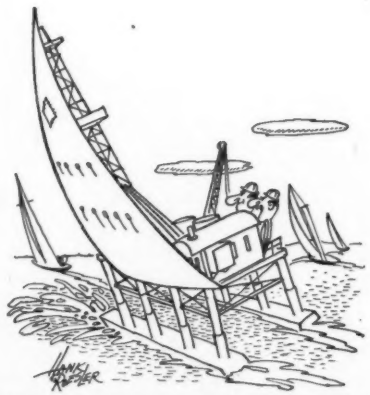
sub. The drill pipe is then free to rotate through the ring in the whipstock.

Approximately 20 feet of rat hole is next drilled below the whipstock with a small-diameter bit. The whipstock is removed from the hole and a pilot reamer run to enlarge the rat hole to full gage. A survey is then taken to determine the results. If satisfactory, drilling is resumed with a K-Monel drill collar in the string below the rotary drill collars and a stabilizer immediately above the bit.

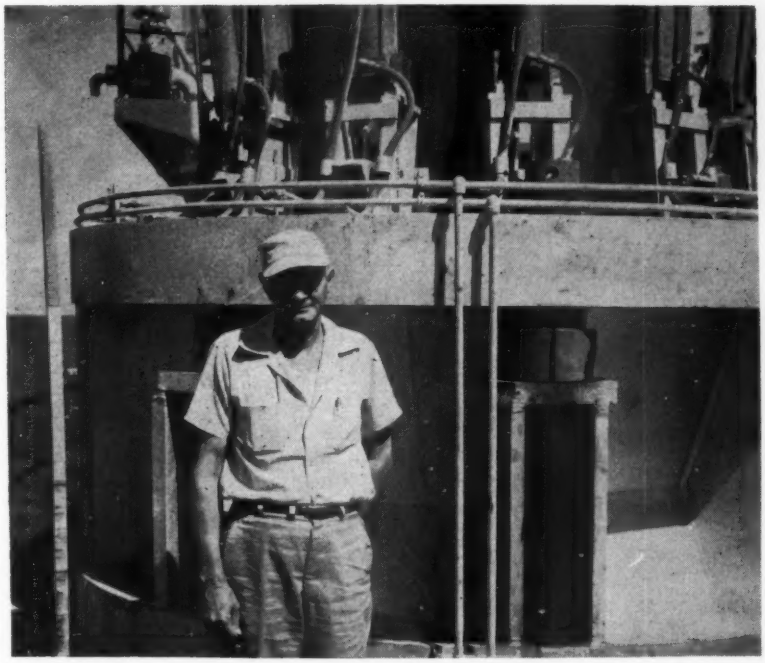
Control of the angle and direction of the hole can usually be obtained by the correct use of drill collars, stabilizers, and rotary speed. Several other influencing variables enter into consideration, but these three are the basic points.

Several minor observations can be pointed out here. In drilling directly up-dip on piercement-type domes, where the beds are steeply dipping, the angle of the hole will tend to increase, although the direction of the hole is easily maintained. The reverse is true in drilling directly down-dip away from the salt, in that the angle tends to decrease, and the direction is not a major problem. If the hole is drilled across the dip of the formation, there is a critical point in the relationship of the amount of interception to the strike of the beds that affects directional tendencies of the hole.

Summary . . . The two basic methods of directional drilling are used in development work on piercement-type domes, whereas exploration and development work on a deep-seated dome normally requires only the constant angle, on-course method.



"So they challenged us to a race! Did you have to take 'em up on it?"



Veteran oilman Joe Hellman, shown aboard the mobile unit MR. GUS, has worked in the oilfields since 1926, joined C. G. Glasscock Drilling Co. in 1945.

He Runs "Mr. Gus"

Joe Hellman, pioneer in the operation of drilling barges, guides the destinies of Glasscock's giant

After supervising construction of the second drilling barge of C. G. Glasscock Drilling Company, Corpus Christi, Joe Hellman felt that he had served his time afloat and was ready for a more routine berth with some of the land-based Glasscock equipment.

And then Gus Glasscock, president of the company, conceived the idea of building the biggest offshore drilling unit up to that time. The logical man to go to Bethlehem Shipyard in Beaumont and supervise constructing and rigging the giant mobile drilling platform that later was christened **Mr. Gus** was the veteran Joe Hellman.

So he was back afloat before he got back to land. And he remains afloat, as drilling superindendent of **Mr. Gus.**

Joe Hellman was born at Muenster, Texas, 53 years ago and got his first job in the oilfields in 1926 —when he was 24 years old. He has not been far from a drilling rig since. He worked in most of the Texas fields and went to work with Gus Glasscock eleven years ago—right after Glasscock decided that he wasn't quite ready to retire after all. He has been with the Glasscock organization since—as driller, toolpusher, and drilling superintendent.

Today he holds one of the top drilling jobs in the oil industry, insofar as responsibility and the cost of rig and operation are concerned. He supervises the work of a $3.5 million rig which drills consistently deep wells that cost up to $1 million each.

He learned early about marine drilling, with his work on the first Glasscock barge back in 1949. Then he supervised construction of the second Glasscock offshore unit (Barge No. 5) as a result of his earlier experience with offshore rigs.

Joe Hellman is emphatic in his promotion of rules of safety around drilling rigs and in all his years of working on rigs he has never had a really close call—until he was aboard **Mr. Gus** headed for its first location off Sabine Pass, Texas.

While the cumbersome unit was afloat and being towed in the open Gulf a 70-mph gale struck. He and the crew rode it out. Crewmen climbed the 140-foot derrick and tightened bolts to prevent the derrick's falling apart, while it swayed as much as 25 feet each way in the gale.

"That was my closest call in all my years in the oil fields," Joe Hellman grins. "There for awhile I was beginning to think we would not make it."

Ide Pieter Uitentuis, right, recently relieved Cornelis Hoekendyk, left, as drilling superintendent at Seria field, State of Brunei, British Borneo.

Ide Pieter Uitentuis Now Drilling Super in Borneo

This month Ide Pieter Uitentuis took over the post of drilling superintendent for British Malayan Petroleum Company at its Seria field in the State of Brunei, British Borneo.

He relieved Cornelis Hoekendyk, who is retiring. Uitentuis was born at Utrecht, Holland, in 1913. He joined the Shell group in 1936 and has served in fields in Indonesia, Trinidad, Curacao, Ecuador, Colombia, and Nigeria.

His last appointment was as drilling superintendent at Shell's Nigerian project. He was a member of one of the "Oil Battalions" in the United States in 1943-44, and is married and has two children.

British Malayan is seeking to expand its Seria field, which is now producing 115,000 barrels daily but is declining, farther out into the South China Sea.

Oil Man's Calendar: 1956

AUGUST

2-4 Rocky Mountain Mineral Law Foundation, Second Annual Institute, University of Colorado, Boulder

27-29 Sixteenth Annual Gas Measurement Short Course, West Virginia University, Morgantown, W. Va.

SEPTEMBER

6-7 API Oil Industry Information Committee, Conrad Hilton Hotel, Chicago

12-14 National Petroleum Association, annual meeting. Traymore Hotel, Atlantic City N. J.

16-18 New Mexico Petroleum Industries Committee, annual convention. Hilton Hotel, Albuquerque

16-21 ASTM Committee D-2 on Petroleum Products and Lubricants, Statler Hotel, Los Angeles

16-21 American Chemical Society, 130th annual meeting, Atlantic City, N. J.

19-21 National Industrial Conference Board, marketing meeting. Waldorf-Astoria Hotel, New York City

20-21 Western Petroleum Refiners Association, technical industrial relations meeting. Henning Hotel, Casper, Wyo.

20-21 Mid-Continent Oil and Gas, Louisiana-Arkansas Division membership meeting. Roosevelt Hotel, New Orleans

24-25 Independent Oil Compounders Association, ninth annual meeting. Bismarck Hotel, Chicago.

26 API Executive Committee of the Board of Directors. Greenbrier Hotel, White Sulphur Springs, W. Va.

OCTOBER

1-5 American Institute of Electrical Engineers Committee on Technical Operations, Fall general meeting. Morrison Hotel, Chicago

2-3 Texas Mid-Continent Oil and Gas Association, 37th annual meeting. Rice Hotel, Houston

2-4 National Association of Corrosion Engineers, South central region. Beaumont, Texas

2-6 Society of Automotive Engineers, Inc., national aeronautic meeting, aircraft engrg. display. Statler Hotel, Los Angeles

3 American Iron and Steel Institute, regional technical meeting. Thomas Jefferson Hotel, Birmingham

7-9 American Association of Oilwell Drilling Contractors, annual meeting. Texas Hotel, Fort Worth

8-10 The American Society of Mechanical Engineers, joint ASME-ASLE lubrication conference. Chalfonte-Haddon Hall, Atlantic City

11-12 California Natural Gasoline Association, Fall meeting. Sheraton Hintington Hotel, Pasadena, Cal.

14-20 OIL PROGRESS WEEK

15-17 American Institute of Mining, Metallurgical, and Petroleum Engineers, Petroleum Branch, Biltmore Hotel, Los Angeles

15-19 American Society of Civil Engineers, annual convention. William Penn Hotel, Pittsburgh

18-19 Western Petroleum Refiners Association, technical industrial relations meeting. Rufus Garrett Hotel, El Dorado, Ark.

22-24 American Standards Association, 7th national conference on standards. Roosevelt Hotel, New York City

22-24 Rocky Mountain Oil and Gas Association, annual convention. Cosmopolitan Hotel, Denver

23 American Society of Safety Engineers, annual meeting. Conrad Hilton Hotel, Chicago

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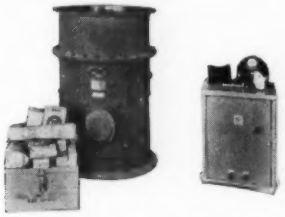

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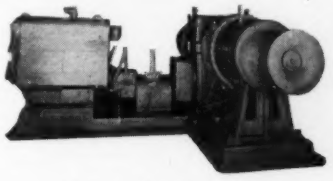
35000 CFM—L. J. Wing A35D2W1—1290 RPM—14.5 HP 230 VDC—42" ID—42" long.



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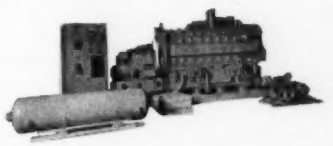

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(2) units—complete with controls

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2—Used, 1,500 lbs. Mud Anchors.

Contact National Soil Services, 6134 Almeda, Houston, Texas. Telephone JA 3-6255, Houston.

For Sale

Caterpillar Diesel Electric Sets

(2) Caterpillar D-337 G.E. Generators, 100 KW, 240/480 volt, 3 phase, 60 cycle, 1800 RPM. Direct connected exciter, control panel available. Heat exchanger or keel cooling. Air or electric starting.

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Caterpillar D-311, 20 KW; D-315, 30 KW and D-318, 40 KW. 120/240/480 volt, 3 phase, 60 cycle, 1200 RPM. Direct connected exciter. Steel base. Air or electric starting. Keel cooling or radiator. Generators to ABS specifications. Control panels. Generator or wall mounted.

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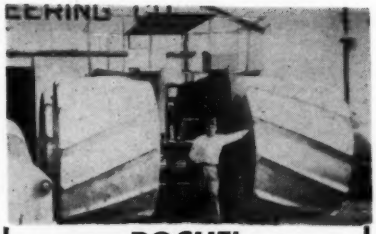
Nortex Oil & Gas Opens Office at Corpus Christi

James Wendover, president of Nortex Oil and Gas Corporation of Dallas, has announced the opening of a new district office in Corpus Christi to handle exploration activities of Nortex in the Texas Gulf Coast area.

Rowles, Winston & Company Moves Into New Offices

Rowles, Winston & Company who have been closely associated with the financing of a number of offshore drilling companies, have moved into their new office at 1330 Bank of the Southwest Building, in Houston, Texas.



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William B. Moore Heads Atlantic's New Region

Manager of the Atlantic Refining Company's newly formed South Louisiana-Gulf Coast region is William B. Moore, formerly chief geologist for the company at Dallas, Texas. Bruce M. Choate, who was exploration group manager for the Gulf Coast division, transfers to the new region in the same capacity.

Fares Hanna & Associates Opens New Orleans Office

Fares Hanna & Associates, Houston consulting engineering and construction firm, has announced the opening of an office in The Claiborne Towers Building in New Orleans.

Dr. Eugene McMillin, professor of Architecture at the University of Houston, structural engineer and associate of the firm, is currently organizing this new office.

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TODAY, WE LIVE IN A MORE COMPLEX WORLD BUT, BASICALLY, THE OBJECTIVES WE SEEK FOR OURSELVES AND OUR FAMILIES ARE STILL THE SAME. THE HABITS OF HARD WORK AND THRIFT, THE QUALITY OF SELF-RELIANCE — THE DESIRE TO STAND ON OUR OWN FEET, *BEHOLDEN TO NO ONE* — ARE PRECIOUS GIFTS TO HAND DOWN TO OUR CHILDREN.

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"Look here, young woman, do you know who I am?"

"No," she replied coolly, "but I know where you're calling from."

The sweet young thing was shopping for her bridal gown.

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"No—why?"

"Well, when a girl has been married before, it's customary to wear lavender instead of white."

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Drilling super's son: "No, but I heard my old man say he could."

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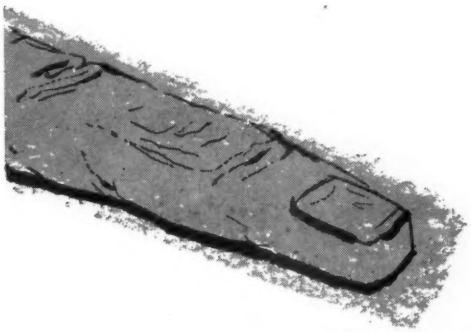

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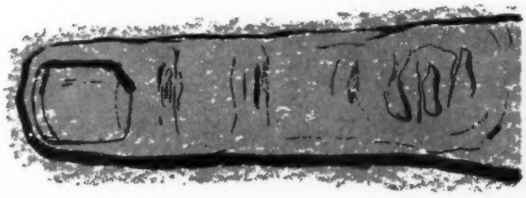

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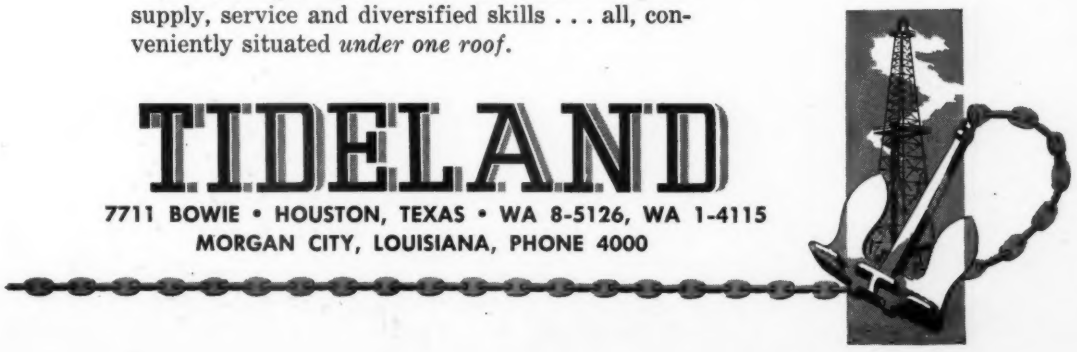

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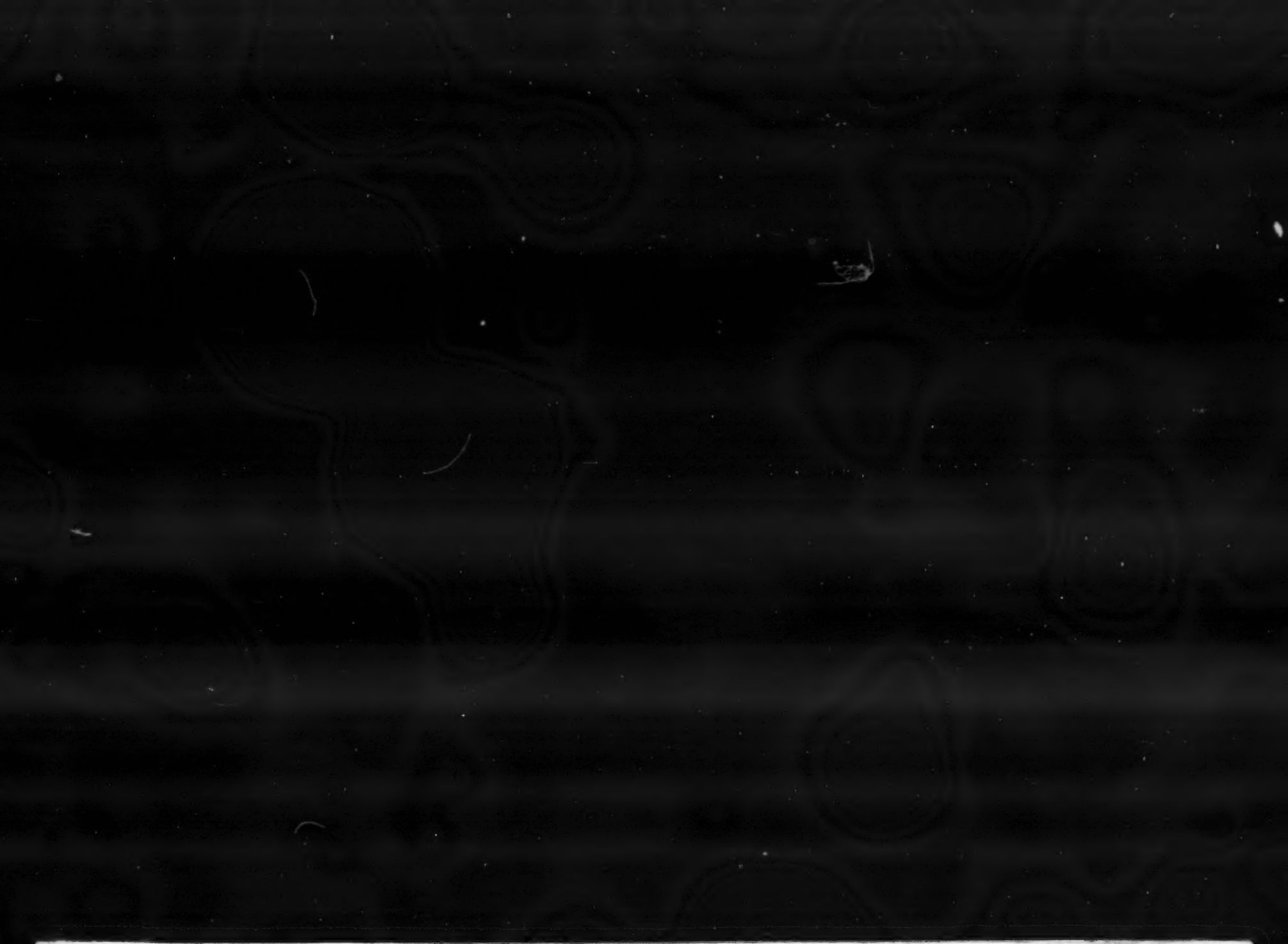
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